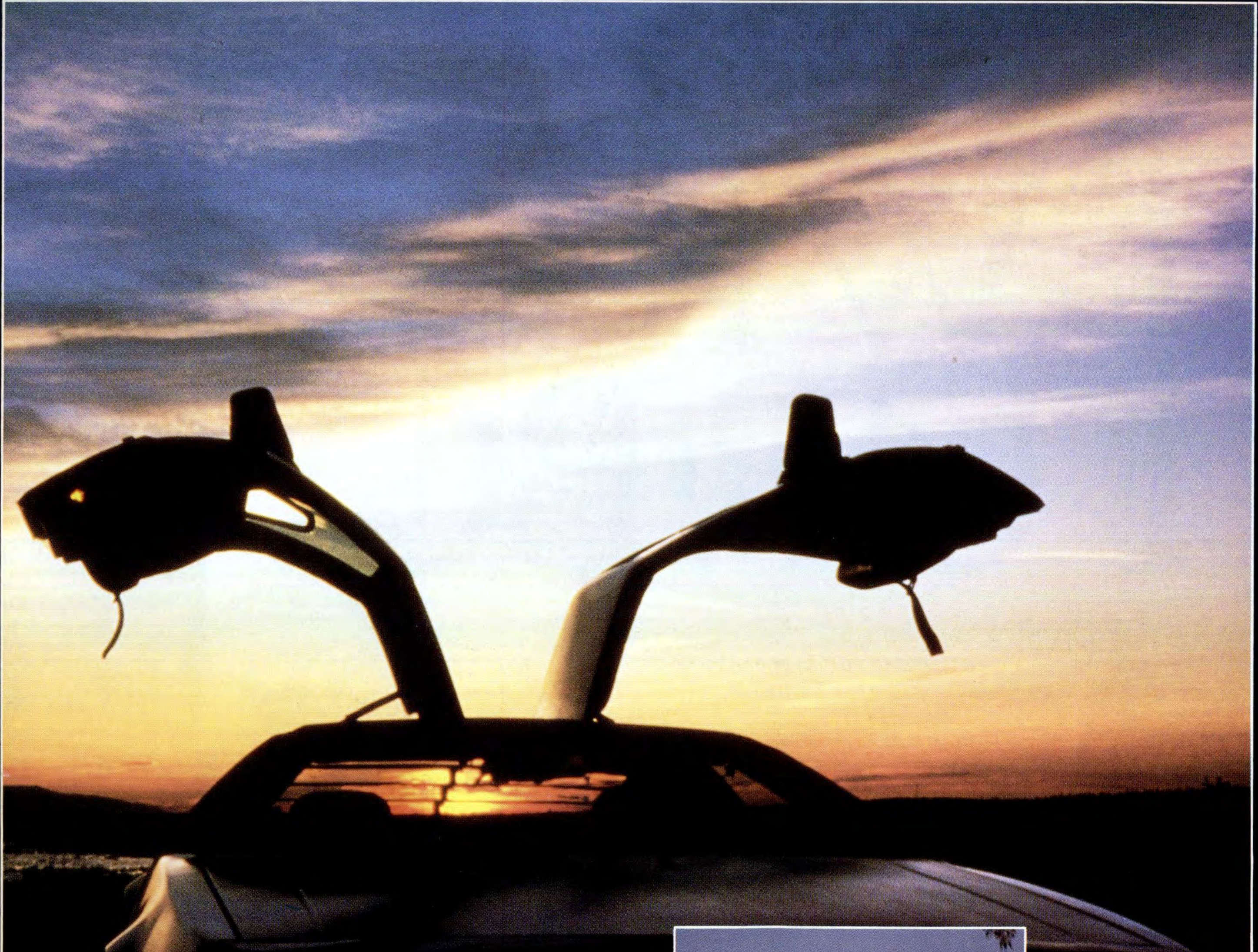
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

Fall 1986



DeLorean Performance

Stirling Moss Road-Tests

Page 10

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers — one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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Division of Turbo Manifold Co.
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TURBO HOTLINE: (516) 643-6464

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Santa Ana, CA 92705
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Menlo Park, CA 94025
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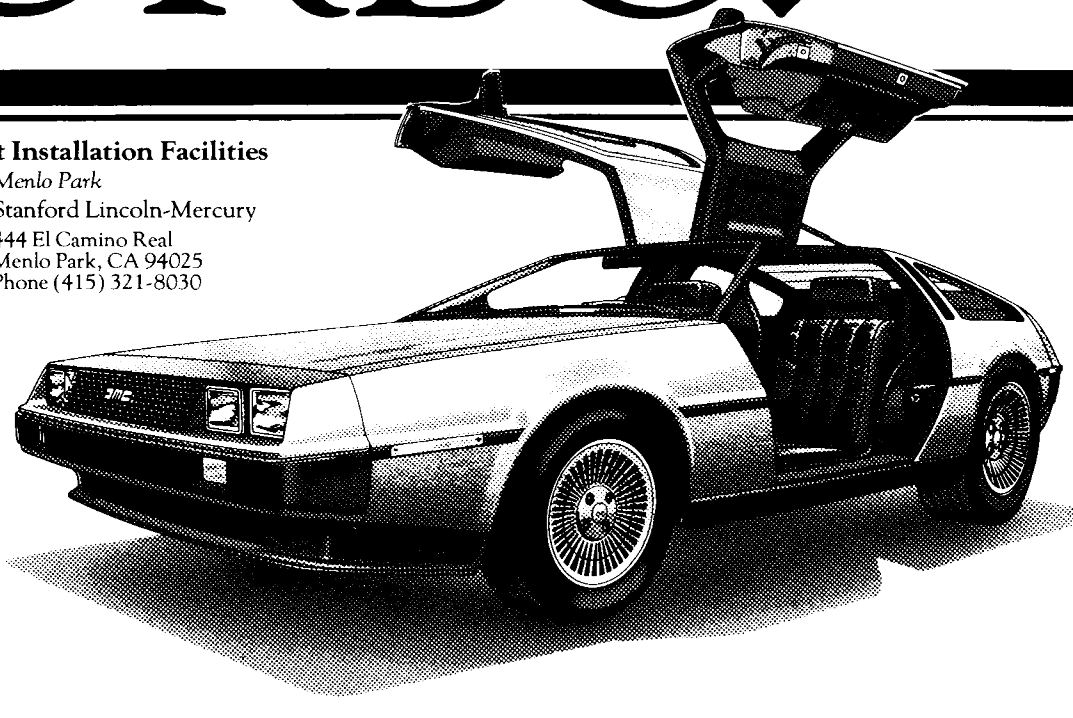
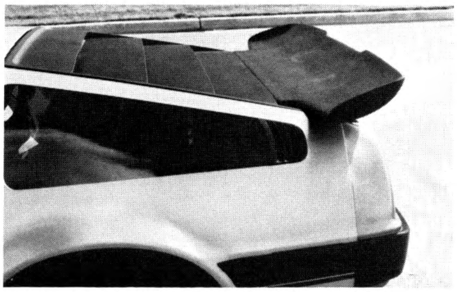
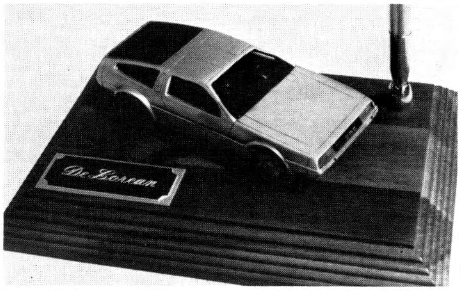


DeLorean Parts

TERI JENNINGS **1202 N. Dalton, Azusa, CA 91702, (818) 334-5262**

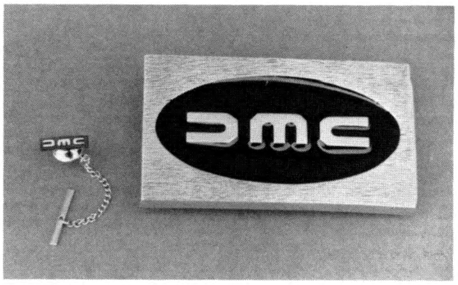


WHALE TAIL–Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary)

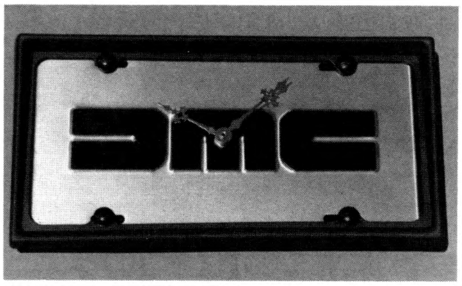


PEN SET with pewter Delorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95

STAINLESS BUMPER LETTERS–Dress up the rear of your car with these glue on letters. $49.95

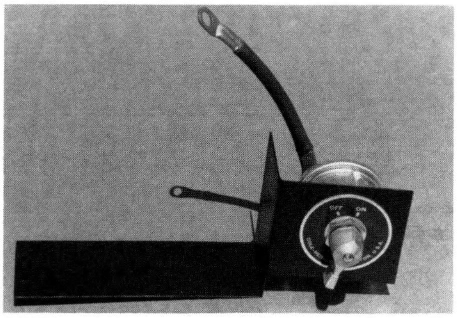


TIE TAC–Black with raised DMC logo. $6.95. **BELT BUCKLE**–Pewter with 2″x 3½″ black porcelain inlay. $15.95



LICENSE PLATE CLOCK–Brushed aluminum with raised DMC logo and frame. $23.95
Plate also available without clock. $7.95

STAINLESS DOOR SILL LETTERS–Glue "DMC" on your door sill for that custom look. $44.95 pair



BATTERY CUT OFF SWITCH–Disconnects the battery from the car while setting for long periods. $44.95

OTHER ITEMS AVAILABLE:

1. **HANDS OFF SIGN**–Keeps people from touching your car (two sided in plastic) $1.00 ea.
2. **PEWTER 1/43 SCALE DELOREAN MODEL** (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95
3. **CERAMIC HEAT SHIELD**–Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
4. **KEY CHAIN**–Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
5. **CABLE RELEASE**–Will open hood or deck lid if stock factory cable breaks. $8.00 set
6. **REAR LOUVER BRACE**–Keeps the rear louver from flexing and cracking by adding support to the center louver strut. Complete with hardware. $44.95
7. **TINTED HEAD LIGHT COVERS**–These will fit "FLUSH", no drilling required. Easy installation. $75.00 set
8. **OIL COOLER**–Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
9. **SHOCK LOCKS** (hood or deck) Holds hood or deck from accidentally closing. Front $7.95 Rear $15.95
10. **OIL FILTER ADAPTER KIT**–Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
11. **AUTOMATIC TRANSMISSION OIL COOLER**–Cuts transmission temperature 25°. Easy to install. $69.95
12. **LETTER OPENER**–Similar styling to belt buckle shown. $15.95

ORDER FORM

NAME____

ADDRESS______________________________ City__________

STATE____________ZIP__________PHONE (   ) __________

DESCRIPTION	PRICE (EA)	QUANTITY	AMOUNT

☐ Send for Catalog
☐ Check here for C.O.D. delivery or send check or money order

SUBTOTAL	
6.5% TAX (CA ONLY)	
SHIPPING (UPS)	$3.00
TOTAL	

TO: TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

He: Hi sweet thing! Whatcha doo-in?

She: What's it to you?

He: Why don't we jump in that snazzy car of yours and celebrate the holidays!

She: Why don't you jump in the lake?

He: Now, now honey. Is that the attitude to take? Christmas is right around the corner. And, I thought I'd buy you something hot.

She: Like what?

He: Oh a steam iron, a frypan, crock pot. Something like that?

She: I can tell you've really got class. Low class!

He: Hey, come on sweets. A woman's place is in the home. I'm just trying to make your life a little easier.

She: If you want to make my day, you'd buzz off!

He: I guess you don't like my gift suggestions. So what would you really like?

She: Something for my DeLorean.

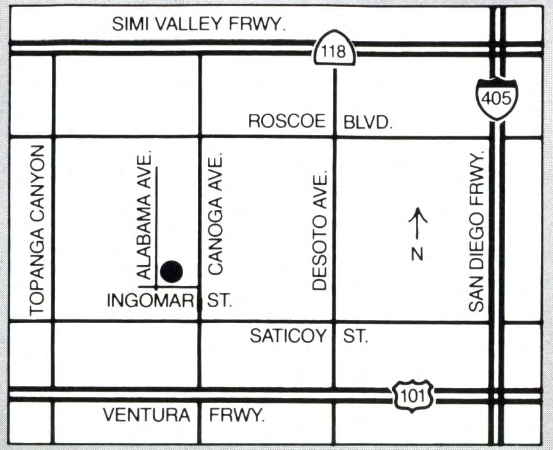
He: You can't get stuff for these cars anymore.

She: Look Rambo, DeLorean One has all kinds of Christmas goodies for the owner.

You can get a Luggage Rack for $179.50 or Stainless Steel Cleaner for $11 or a Door Adjustment for $89.50 or a Car Cover for $129.50 or a Dash Protector for $39.50 or Original Style Floor Mats for $74.35, any part you want or a Gift Certificate for any amount.

He: You've got quite a list there. You even remembered the prices.

She: I should. I wrote it down for my husband this morning.



- All DeLorean parts and accessories shipped anywhere
- Complete service center

DELOREAN ONE

21417 Ingomar Street, Unit 6
Canoga Park, CA 91304
Call our toll-free hotline
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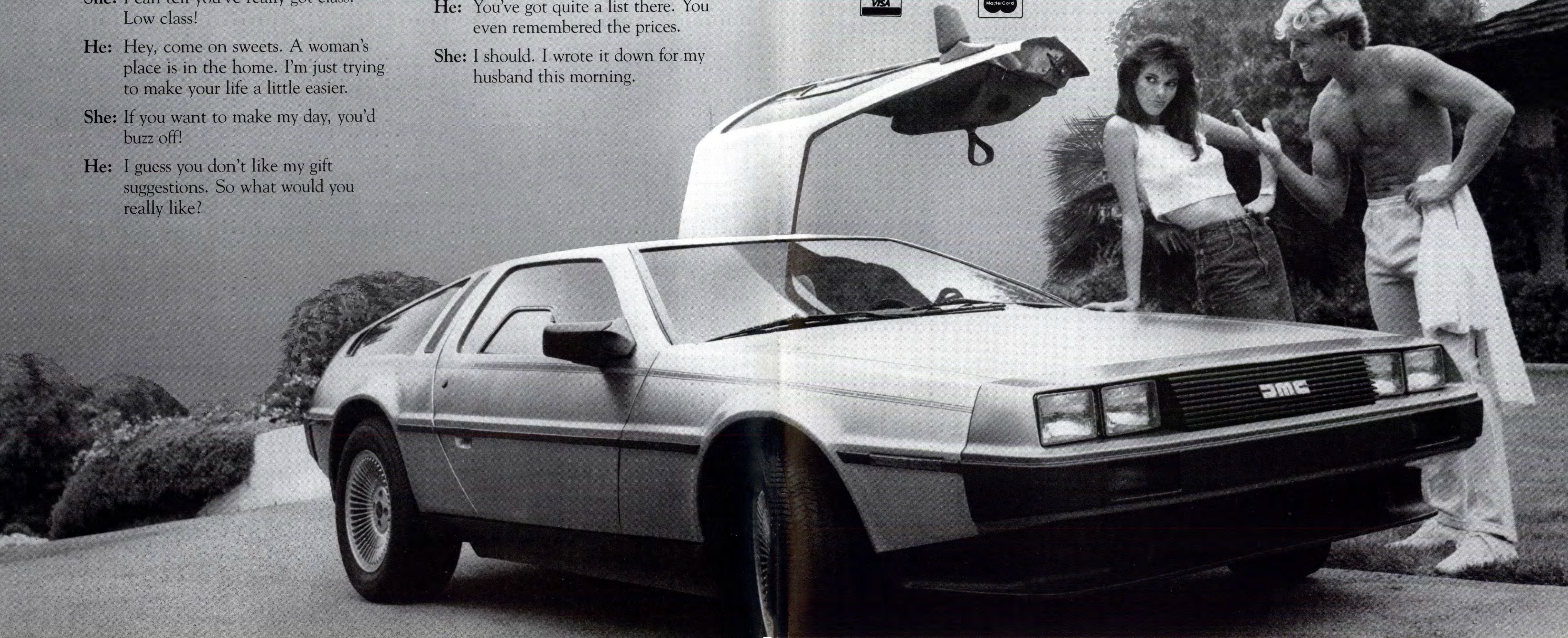
In CA (818) 346-9000



DeLorean Owners Association Products

Order Now For Christmas Giving!

FOR MEMBERS ONLY

#001	Silver Gray Visor for Golf, Tennis. Screened or Embroidered w/Logo	$5.20
#002	Baseball cap w/mesh back & logo – silver gray, red, blue, gold, black	$6.00
#003	Gatsby hat w/logo embroidered on gray corduroy or printed black, white	$8.00
#004	Official Club Silver Satin Jacket (Unisex) Zip front w/logo embroidered (Dry clean only) Size X Small to XX Large (add $2.00)	$59.50
#005	Gray w/Black trim Warm-up suit w/logo Size Small to XL	$44.20
#006	Tee shirt w/logo printed...available Black, Gray – Small to XL, Washable	$6.30
#007	Nylon matching running shorts, size small to XL Black, gray, washable	$9.35
#008	Long Sleeved tee shirt with Trademark printed & word "DeLorean," Gray	$8.50
#009	Our best tee shirt (short sleeve) w/logo patch; small to XL washable	$7.00
#010	Short Sleeve knit shirt w/collar Gray with printed logo; small to XL	$16.25
#011	White (as famous maker) golf shirt w/collar with logo crest where the mean critter would have been on pocket or logo embroidered; s to XL	$16.50
#012	Our best gray golf shirt (no pocket) with logo embroidered, s to XL (Now also available in red)	$17.00
#013	Our softest white golf shirt 50/50 interlock with collar, pocket and logo embroidered (as designed for famous maker) small to XL	$17.00
#014	Black knit zippered vest w/logo printed (matches shorts) S to XL	$16.15
#015	Black knit short sleeved sweatshirt (Run small) washable w/logo print	$12.75
#016	Black long sleeved sweatshirt (run small) washable w/logo Small to XL	$14.45
#017	Ladies' scoop neck tee shirt w/logo (washable) run small, Small to XL (Now also available in red)	$12.95
#018	3 inch embroidered logo patch (Black, gray and red border)	$3.00*
#019	Snap front black or white satin jacket w/knit cuffs, waist and neckline (black has white stripe) Trademark and word "DeLorean" in silver, Washable	$35.00
#020	Gray Corduroy baseball style cap w/logo embroidered (adjustable sizes)	$8.00
#021	Insulating can/wrap, black with trademark and "DeLorean" velcro close	$2.50
#022	2 inch silver and black iron-on crest (use waxed paper)	$3.50
#023	DeLorean Owners Association official tie tac	$4.00
#024	Official Delorean Owners Association Club Pin	$2.50
#025	2 inch x 2 inch logo dash plaque. Black on brushed silver	$2.00
#026	Brushed silver Photo Album 7″ x 8″ cloth lining, nameplate, gift box	$35.00
#027	Set of 15 notecards linenweave gray with logo and envelopes	$5.75
#028	Stationery (20 printed with logo) 20 blank and envelopes – Gray linen	$8.50
#029	Club logo siltone money clip	$8.25
#030	License Plate frame w/logo "My Other Car is a DeLorean"	$5.00
#031	Round Logo Chrome member badge for car	$10.00
#032	Logo Business Card case Silver plate	$24.75
#033	Engravable luggage tag/or large key holder (to find in handbag) w/logo	$6.60
#034	Full set of Prototype Photos (24)	$20.00
	Half set (12)	$12.00

* Now available also as an iron-on . . . $3.75

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Volume 4, Number 2

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CALENDAR

San Antonio, Texas
SOUTHWESTERN NATIONAL CONVENTION
October 31, November 1, 2

On the Cover
"Alaskan Sunset"
Photo by Bonnie and Jim Willer
Anchorage, Alaska
See story page 24

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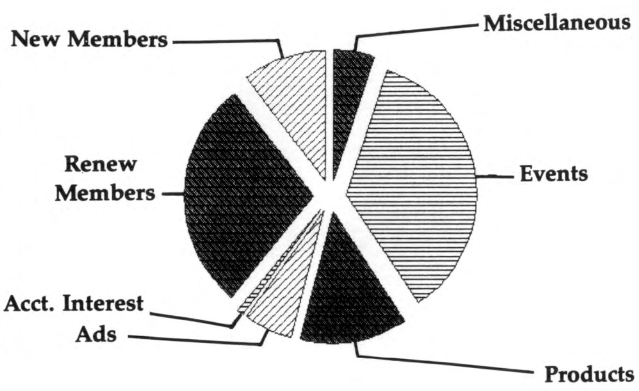
TREASURER'S REPORT

BY JOAN TRUSCOTT

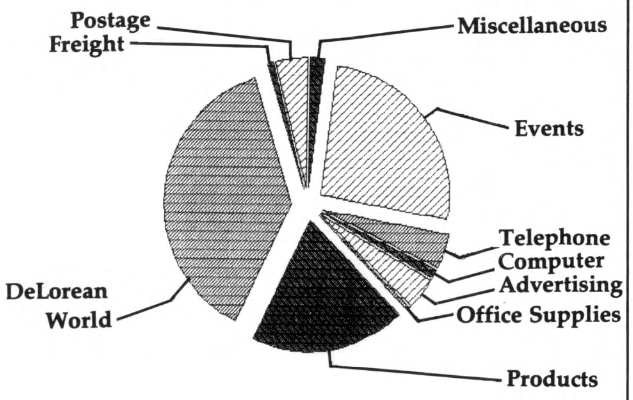
DeLorean Owners Association Income Second Quarter 1986



Income

New Members	$ 4,405.00	=	10.44%
Renew Members	$12,113.00	=	28.71%
Events	$15,100.00	=	35.78%
Ads	$ 2,548.00	=	6.04%
Products	$ 5,563.00	=	13.18%
Account Interest	$ 366.00	=	.87%
Refunds	$ 0.00	=	.00%
Miscellaneous	$ 2,100.00	=	4.98%
TOTALS	$42,195.00	=	100.00%

DeLorean Owners Association Expense Second Quarter 1986



Expense

Postage	$ 1,180.00	=	4.05%
Telephone	$ 1,253.00	=	4.30%
Printing (Delor.World)	$11,087.00	=	38.10%
Events	$ 7,542.00	=	25.98%
Products/Freight	$ 5,668.00	=	19.48%
Computer	$ 354.00	=	1.20%
Advertising	$ 1,135.00	=	3.90%
Office Supply	$ 113.00	=	.39%
Freight	$ 232.00	=	.80%
Refunds	$ 31.00	=	.11%
Miscellaneous	$ 525.00	=	1.80%
TOTALS	$29,089.00	=	100.00%

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Kjell Myhre, *Technical Director*
P.O. Box 4148
Inglewood, CA 90302
(213) 674-3891

Don Steger, *Technical Advisor*
(714) 541-2154
Call after 6:00 p.m.
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Deadline: Nov. 1, 1986
For Winter Issue

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PRESIDENT'S MESSAGE

BY ED BERNSTEIN

"Chicago, Chicago, that toddlin' town.," Wow, what a great time!!!

DMC
DOA PRES

I rolled in a couple of days early to check on a few things for Concours DeLorean and make sure everything arrived on time, including me.

Area Regional Chapter 7 had planned a great Friday evening. Samantha Robinson, our Activities Director, had planned a great Saturday with the help of Howard Feinstein (of Feinstein Rallye fame) and Gary Sholl from Marriott Lincolnshire Resort special services. Last but not least, Karl Gedge and his associates from the Lake Forest Academy had implemented everything for Sunday's event from food service to the placing of the balloons and special ramps for driving the DeLoreans into the formal gardens for the judging.

Continued begging, pleading and a constant vigil toward the skies paid off with flawless weather as the DeLoreans began to roll in on Wednesday evening. Like the swallows returning to Capistrano, first one, then two, three and four, followed by what seemed an endless stream of silver airfoils. The parking lot of the Botanic Gardens, the last stop on our Rallye, looked like the staging area where DeLorean Automobiles were prepared for shipment to the United States.

Row upon row of sleek, shiny DeLoreans lined up just waiting for their owners to return after a super tour of the gardens and lunch in the cafeteria. Luckily I found mine; it was the silver one in the middle with the black tires. It wasn't hard to pick out Dick Owens' car either; it was the brightest star in the sunlight. Gary Wurth's car had so many electrical devices it kept calling to him, saying "I'm over here, Gary, 2nd row, 4th from the left."

There were so many DeLoreans with telephones, radar detectors, scanners and television sets that you didn't know if you were at an owners convention or the Strategic Air Command.

As usual, I was like a kid in the proverbial candy store, having a chance to meet for the first time owners I've spoken with over the telephone for years. And, as usual again, I just didn't have a chance to sit and chat at length with so many of my friends. The three days passed in a flash and before you knew it, we were saying "goodbye" to owners we had just said "hello" to.

Everyone I had spoken with was having just a great time. The events were smoothly planned, the grounds of the Lincolnshire Resort were manicured and available to all for boating, golf, swimming, flopping by the pool, tennis or sprucing-up your car. The hotel provided us with a large supply of old, clean towels to use for cleaning our DeLoreans, but I didn't understand why they all had "Hilton," "Best Western" and "Holiday Inn" on them because we were staying at a Marriott facility. You don't suppose Marriott stole them, do you?

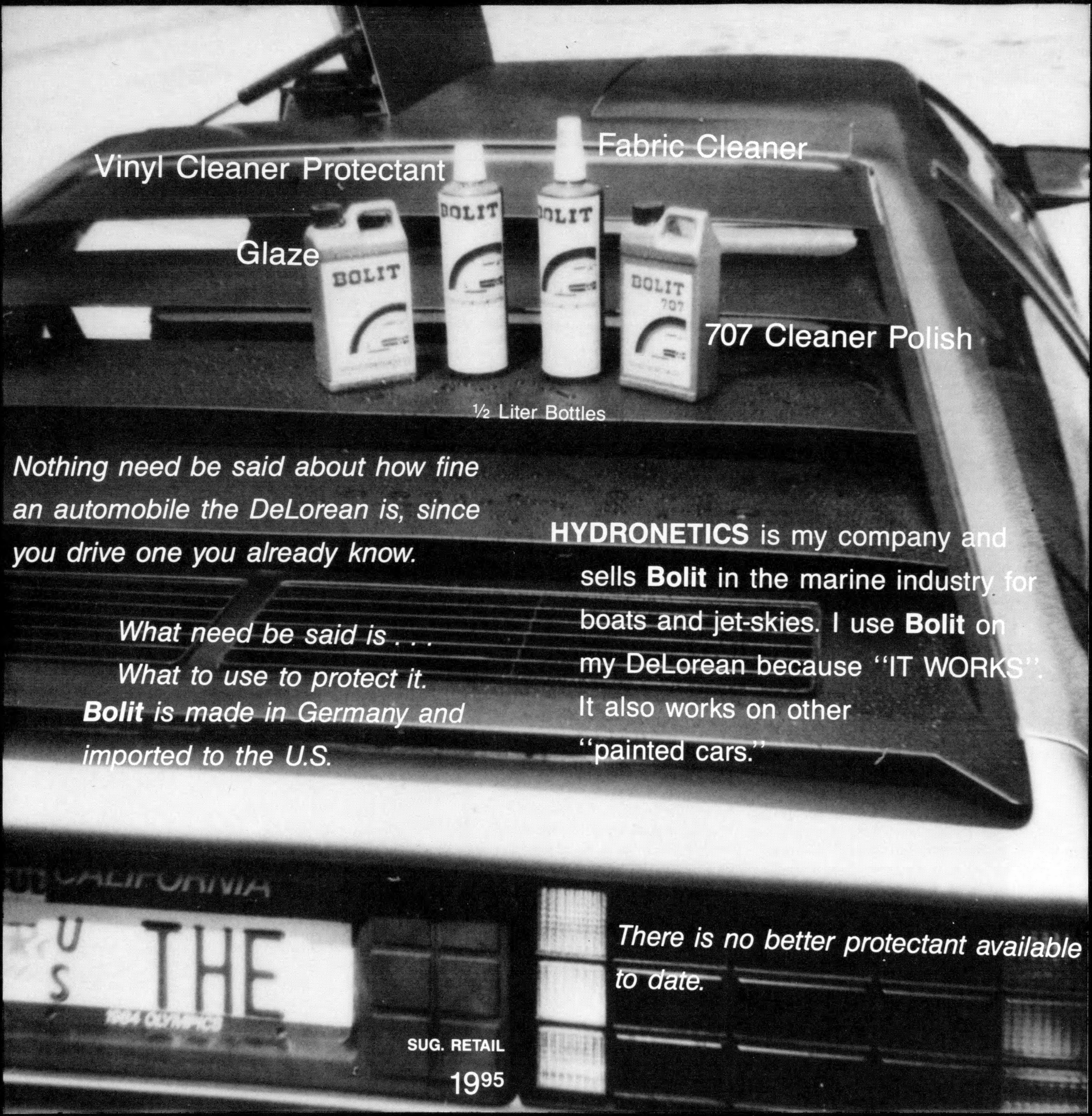
Personally, I supported every do-it-yourself car wash across the United States from Los Angeles to Chicago. I first started cleaning my car at night so it would be nice and clean for driving the next day. Unfortunately, by the time I got on the road the next day, it was full of finger prints. It took me two days and a half can of stainless steel spray polish before I wised up and cleaned my car in the morning before I started driving. Just a short point of information, I didn't notice any Chevrolets, Fords, Toyotas or VW's with finger prints on them either. Do you think their owners cleaned them in the morning before they started out or do you think no one wanted to touch them? . . .

Scuttlebutt heard after the Chicago event seemed to include something about San Antonio or New Orleans; however, nothing tangible worth repeating here.

If we lacked anything in quantity, it was made up by the quality of the owners and the cars. I really enjoyed having the opportunity to attend the First National Convention of the DeLorean Owners Association and you can be sure I'll be driving to the next one wherever it's being held.

SEE YOU THERE . . .

BOLIT PROOF YOUR DeLorean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Glaze
BOLIT
BOLIT
BOLIT
BOLIT 707
707 Cleaner Polish
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U S THE
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Nothing need be said about how fine an automobile the DeLorean is, since you drive one you already know.

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HYDRONETICS is my company and sells **Bolit** in the marine industry for boats and jet-skies. I use **Bolit** on my DeLorean because "IT WORKS". It also works on other "painted cars."

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A Development Company On The Water Planet

From Your Director of Area Regional Chapters

In this and the following *DeLorean World* issues I will attempt to create an understanding on how Regional Chapters are supposed to work.

For starters, I have noticed that many DeLorean Owners Association members do not know that if they live within a chapter's boundary, they are automatically a member of that chapter. Whether or not the member chooses to participate in the chapter's events is entirely up to him or her. Another item that is not entirely clear is the dues charged by the chapter. Actually, the format written out for chapters is designed so that dues are not necessary. The treasury can be increased by charges for picnics, parties, rallies, raffles, sales of products and any other fund-raising events. Many of our members do not know that, starting July 1986, for every *new* member the chapters bring in, a $10.00 rebate is given back to that chapter's treasury. Some chapters have obtained seed money; money lent to the treasury to get started and paid back when the treasury is solvent. In other words, dues charged by area chapters are left to their discretion.

Another of the goals is *exposure* resulting in new members. The opportunity to conduct meetings, dinners, rallies, etc. to provide personal contact with other owners with similar interests is just part of what is achieved by the Area Regional Chapters. Any member living near one of the chapters listed in the "Area Regional Chapter Directory" and wishing to participate, please call your local chapter coordinator. Where there are no chapters, anyone who would like to start a chapter, call or write me for details.

Until the next issue . . .
Gil Moreno

Area Regional Chapter 1

By Richard and Germaine Rutkowski

HANSEN'S ISLAND - May 11, 1986

This was a very enjoyable trip. Unfortunately we forgot that it was Mother's Day when the event was planned so the turnout was small. George and Carol Burns opened their lovely waterfront home to us and cooked up a full course dinner after which we watched a tech video which was filmed at the April Las Vegas convention. A good time was had by all. Many thanks to George and Carol.

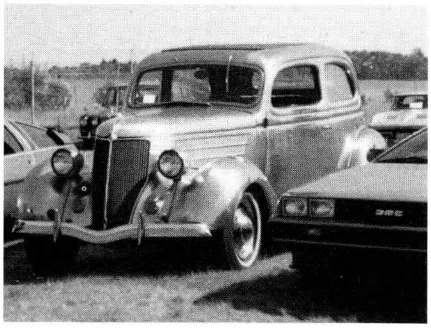
CARNIVAL OF CARS - June 8, 1986

The day started out a little uncertainly with a downpour early in the morning but cleared up fast. This is one of the major automotive enthusiasts' events in this area. There were 68 car clubs participating with over 500 cars. We volunteered to be judges and spent most of the morning scrutinizing some of the 300 cars in the contest. Five DeLoreans were on display and drew a lot of viewers. First prize for our club was claimed by Bob Amano, Vice President of Region I. Congratulations, Bob! The day was capped off by a photo session with the 1936 stainless steel Ford. All in all, a memorable event.

Note: The stainless steel on the 1936 Ford still looks brand new. With over 200,000 miles on the car, the body has outlasted most of its non-stainless parts. Will our cars look this good in the year 2030? Think about it.

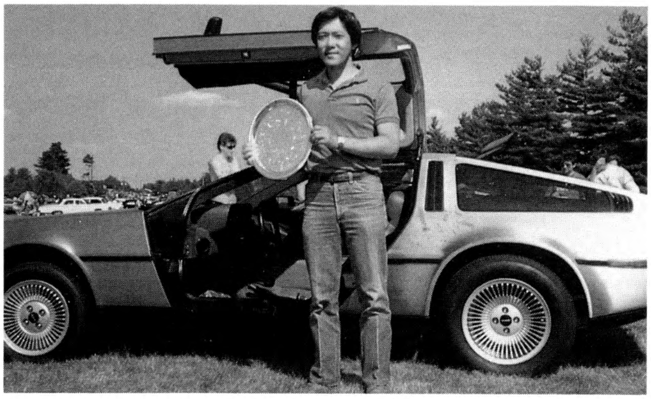
CHICAGO - July 25, 26, 27, 1986

You'll find a recap of this weekend elsewhere in this magazine, but we just wanted to let everyone who wasn't there know what a great time we had. Region I had many members in attendance and on their behalf we thank Samantha Robinson and all of the Board Members who worked so hard to make the weekend a huge success. We also thank DeLorean One for the first "Concours DeLorean." We hope there will be many more to follow. It was a pleasure to be able to participate in this event.



1936 stainless steel Ford—same type as shown in "Stainless Steel Illusions" (page 45).

John Oswald at the Hansen's Island outing.



Bob Amano and his award-winning DeLorean at the Carnival of Cars.

(From left to right) Gilmer, Hunt, Vic and Doug Martin, Gerri Houck, Long and Dick Dombrowski.

Area Regional Chapter 5

By Richard Dombrowski

First Meeting

For those who attended our first meeting; thank you. For those who could not attend, you missed meeting a group of great people.

We had a total of eight (8) DeLoreans in our driveway. That alone sent chills up and down our spine. Several of the cars were modified with turbo chargers. Two (2) were lowered. Most of the members were from the Atlanta area. One member, Gerri Houck, drove all the way from Charlotte, N.C. just to attend our meeting. (Now there's a true-blue member). There was an interesting discussion of the many problems each of us have had with his machine. Most of the problems were minor.

In our first meeting we established an Area Regional Chapter Coordinator, (yours truly); an Assistant Coordinator, Milton Moore; a Secretary, Barbara Dombrowski; and a Treasurer, Nancy Hunt. We voted and approved a $20.00 per year dues to be paid to our local Chapter #5.

Several of our members know of other owners who would like to join and if any of you know of anyone, please give me their names and I will contact them. The more members, the more fun it is. There are numerous benefits in belonging to an organization such as this because of the nature of the car. If you have never received *The DeLorean World Magazine*, you are missing out on many repair tips and excellent articles. This magazine is sent to you four (4) times a year as part of your $39.00 "National Chapter' dues."

Below is a list of the people who attended our first meeting:

Barbara & Dick Dombrowski *Area Regional Coordinator and Secretary, Chapter 5*
Katherine & Milton Moore *Assistant Coordinator*
Gerri Houck
Helen & Thomas Long
Sherry & John Gilmer
Vic Martin & son, Doug Martin
Bob Bowman

Area Regional Chapter 9

By Harold McElraft

It only proves that the DeLorean owners in Houston are a scattered bunch when they have to go to the National Convention in Chicago to meet one another. That was my experience when I met Mary Ruth White and her husband, Joe. Mary Ruth drove her car to Chicago and entered it in the Concours DeLorean. I was unable to find the time to drive to Chicago and found myself wanting to show off my car too. Maybe next time.

After some time in the "what-to-do-next" stage, we are moving forward with the Regional Chapter IX. Mailings will be going out in August with an organizational meeting expected in September. I am getting anxious to get things going in

CONTINUED ON PAGE 14

CALENDAR

SOUTHWESTERN
NATIONAL CONVENTION
San Antonio, Texas
October 31, November 1 & 2

YOUR DELOREAN AT SPEED

BY JIM WEBB

No doubt if it is suggested that driving a car at high speed is an art, along with music, painting, and literature, it will be greeted by some very cutting remarks from students of these traditional arts. To a racing driver or a performance enthusiast, driving fast is also an art, demanding as much theoretical study, natural flair, learning, and practice as any other traditional art.

CONTINUED ON PAGE 17

CHAPTER NINE, FROM PAGE 12

the Houston area after seeing what a difference a local chapter can make in helping all owners enjoy their DeLoreans so much more. Owners enjoy all the benefits from national support for accessories and technical information to information on local service facilities and sharing the mutual pride of ownership of their DeLoreans.

I expect to report on our local Chapter IX activities in the next *DeLorean World.*

Area Regional Chapter 10

By Bob Frank

Organizing a chapter brings many members together for the first time. The Sacramento California chapter, #10, held their first meeting on August 13 in Sacramento. Bob Frank will have a full report in our next issue.

Several callers expressed interest in having a social weekend October 3-5, at Lake Tahoe.

Everyone expressed an interest in sharing information on repairs and maintenance. Most of us currently look to Southern California for technical information. I believe the sharing of technical information will be one of the main benefits of our chapter.

Deana Frandsen volunteered to take the duties of secretary & treasurer.

Area Regional Chapter 15

BERT VARADY
507 Sioux Circle
Ft. Walton Beach, FL 32548
Home Phone: (904) 863-1782

As the Area Coordinator, I would like to introduce one of the newest regional chapters of the DeLorean Owners Association. It encompasses north Florida and the southern portion of Alabama. The original intent of having a single chapter in Florida did not work out very well; the distances north to south and east to west were too great to plan and encourage statewide participation. The big advantage we now have is Interstate 10, it runs right through the center of our region and puts all members only several hours away from the regional headquarters in Ft. Walton Beach. If I have not already, I will soon be contacting each member in the area with plans of our Fall kick-off event. With your help I look forward to meeting all of you and developing an enjoyable and beneficial chapter. I also encourage area members to assist me in contacting as many non-members as we can.

Area Regional Chapter 12

By Kerry Carmody

On Sunday, June 29th, Chapter 12 held a picnic at Will Rogers State Park in Santa Monica, California. The sun was warm, the beer was cold, and yes, that was Sylvester Stallone on his polo pony! Over 75 members enjoyed the tasty barbecue. Geri Moreno and friends sold Association products to anyone with extra cash. The competition was hot among the various games, including the ever popular water balloon toss. Many prizes were awarded during the raffle. Tell us, Eric, how did you get that case of motor oil on the plane back to Las Vegas? Thanks to Chapter 12 Coordinator Bill Johnson and all the others who worked so hard to make this a terrific event.

"What do you mean I'm illegally parked? I drive the silver one."

Geri Moreno busy selling products.

Here's Bert Middleton tossing a water balloon . . . "VERY CAREFULLY!"

Area Regional Chapter 16

By Steve and Paula Kubiak

And they're off . . . On June 8th, 1986 fifteen future members of Chapter 16 met at the Officers Club in Fort Meade, Md. for a champagne brunch. Steve Kubiak, working with a list of DeLorean owners provided by The Association, sent out letters to survey the needs and the possibility of establishing a regional chapter. The brunch was a most enlightening and enjoyable event with the main theme centering around the discussion of some of the more comical experiences and problems the DeLorean owners have encountered. After brunch, a short meeting was held to develop strategy on how we were going to organize. It was agreed by all that our next meeting would be for the organization of the chapter. Bob and Susan Dorchester agreed to host the July 13th meeting at their home in Rockville, Maryland.

Our July meeting included nine DeLoreans and 19 soon-to-be "official" members of chapter 16. We began by intently watching two technical video tapes graciously supplied by The Association while enjoying Susan and Robert's hospitality and their projection television! It sure helped us to get the most out of the technical tapes to see the work being done almost in full scale. The ideas provided in the footage inspired many of us to rush right out to our cars and get to work, but first a little club business was in order.

Following the tapes we began discussing the set up of our chapter, collecting start up dues of $10.00 each for our treasury, trading a few war stories about our autos and appointing officials. Stephen Kubiak III was gently persuaded by all to become our chapter president. Followed by Vernon Ricks our Technical Director,

CONTINUED ON PAGE 21

CHICAGO

"On Wings and a Prayer" *(. . . and a radar detector!)*

By ED BERNSTEIN

"Why are you driving to Chicago?"
"Initially, I thought it would be a lot of fun; and then I received a calling."
"A calling from heaven?"
"Well, not exactly; it was a call from Kerry Carmody, the editor of DeLorean World Magazine *asking if I would take a few pictures on the trip and write some notes as I went along the road."*

CONTINUED ON PAGE 26

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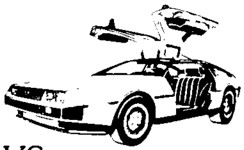

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***M.V.P.** = MOST VALUED PARTS

FROM PAGE 13

A common attitude is that driving fast and handling the car roughly around corners is high performance driving. True high performance driving, which we will refer to as "Driving," involves many ideas other than going fast. This article will discuss these areas of driving while providing useful tips and pointers for the driving enthusiast.

Driving involves a correct relationship with the controls of the car and operating them smoothly. Driving also includes precise coordination of hand and foot movements and the more difficult coordination of senses with physical movements. Speed itself (relative road speed) is really of secondary importance. If the basic art of driving is perfected, a natural increase in road speed will come automatically, with much greater ease and far greater safety to your DeLorean.

Correct seating position is important. Sitting properly enables you to feel what your DeLorean's wheels and chassis are doing with respect to the road surface. Anywhere your body touches part of the car is a source of input of this vital information. The optimum seating position is one that has as much of your body as possible in contact with the seat. Sitting upright with a bent arm position will help to relieve fatigue and keep you more alert.

It's time to get your hands on the steering wheel the correct way. The tires, wheels, and suspension are all sending out information as vibrations. These vibrations travel up the steering column to the rim of the steering wheel. Grasping the steering wheel firmly but not tightly will allow your hands to feel the vibrations without over-tiring them. Thinking of the wheel as the face of a clock, put your right hand at three o'clock and your left hand at nine o'clock. With your hands at these locations, you will know how much steering wheel rotation you have input and even more importantly, you will know where straight ahead is.

We've described how to sit in your DeLorean so you can feel the input from the car. There is another source of input which is as important, the input from you, the driver, to your DeLorean.

Concentration on smooth steering wheel movements, gentle application of the brake and accelerator pedals as well as the clutch and shift, all maximize TRACTION, which is the ultimate goal. We define traction as the cohesive force between the tires and the surface of the road. Pressing the brake pedal gently but firmly will allow you to feel when the wheels are no longer turning and enable you to prevent wheel lockup. Turning the steering wheel smoothly will enable both front wheels to push against the road surface. Smooth application of the throttle pedal will help to maintain traction during acceleration. Anyone who has driven a twin turbo-charged DeLorean knows that you can't press the throttle pedal to the floor abruptly while turning around a corner.

Using the tips and pointers in this article, you, the driving enthusiast, can become a smoother and more consistent driver.

In Future Issues We Hope to Feature Articles by Jim Webb Covering the Following Topics:

Proper Braking Technique
Including toe and heel braking, left foot braking, and when to apply your brakes for maximum effect.

Cornering Technique
Choosing the proper line or path through the corner. Choosing the correct entry, apex, and exit of a corner.

Drifting
Controlling the car when all four wheels are losing traction.

Understeer and Oversteer
What they are and how they relate to high performance driving.

Weight Transfer
How to drive by controlling the transferring of weight in your automobile.

TEXAS WORLD SPEEDWAY
POSITION 1 2 3 4 5 AVG. SPEED
CAR NO.
LAPS
72

White Hot

By Mary Ruth White
Bellaire, Texas

Have you ever wanted to see just what your DeLorean could do on the long straightaway and on tight curves? Of course you have. On Nov. 23, 1985 I had the chance to experience that thrill and it was all legal, with no need to watch for the highway patrol.

The track steward said, "Two minutes, start your engines." The excitement was building as I sat there, motor running. A Ford Mustang GT and Datsun 300 turbo ahead of me in 1st and 2nd position and a Corvette and Porsche behind in 4th and 5th. Those two minutes went very slowly but finally we were off and running. The place was Texas World Speedway at Bryan, Texas, a two mile oval track used for road racing. It was a short distance to where we left the oval and were on the asphalt of the special track. A 90° left turn and another 90° right turn made me aware of just how fine my DeLorean handled on curves and held the pavement. Two more 90° turns to the left and the straightaway that leads to the approach to the button hook. I

CONTINUED ON PAGE 20

Moss: The DeLorean is certainly a striking-looking car—long, low and extremely sleek. Like the old Mercedes 300SL of the '50s, it has gullwing doors, a design it shares only with the Lamborghini Countach. They make access and exit easier, but once you're sitting in the low and very comfortable seats, you find you need the arms of an ape to reach up to close the doors behind you.

The controls are nicely arranged for driving quickly, with the gearshift lever falling easily to hand for grabbing gears. It's a five-speed unit, with fifth being an overdrive. I found fifth quite useful for cruising at moderate highway speeds, but it needs to be downshifted to a lower gear for acceleration. The engine doesn't produce enough torque to overcome the gear ratio. Getting into reverse isn't as much of a chore as it is on so many other so-called sports cars.

There are electric windows, though they only open a few inches. I suppose the only time you might need them is to ask someone the way or pay a toll, since the car is fully airconditioned, with vents in the doors as well as the center of the dash.

Assenza: The car's styling was done by the now-legendary design studio, Ital Design headed by Giorgetto Gingiaro. His design credits encompass a variety of vehicles, including the Mangusta, VW Rabbit, Audi 5000, Alfasud and even the nonexotic, but thoroughly practical, little Fiat Panda.

At first sight, the DeLorean reminds you of the Lancia Monte Carlo due to the cut of the roofline and sloping rear panels. But that's as deep as the resemblance to any other car goes. It has a character and a styling all its own.

Moss: There are only two seats, of course, separated by a fairly high center console that houses control switches for the windows, lights and so on. The console is quite handy actually, because under really severe cornering it helps to keep you put. Not that you really need it, because the seats are well bolstered.

Behind the seats there's an elastic net over a small luggage compartment—a good idea, since it keeps small items of luggage in place when you're driving quickly. There's also a little luggage compartment in the front end of the car that holds very small items of baggage.

Visibility from the driver's seat is good in front, but poor out the back. Rear vision is aided by a pair of rear-view mirrors, but you sit so low in the car that you can't really see the front and sides of the car. This makes passing or maneuvering difficult in confined space.

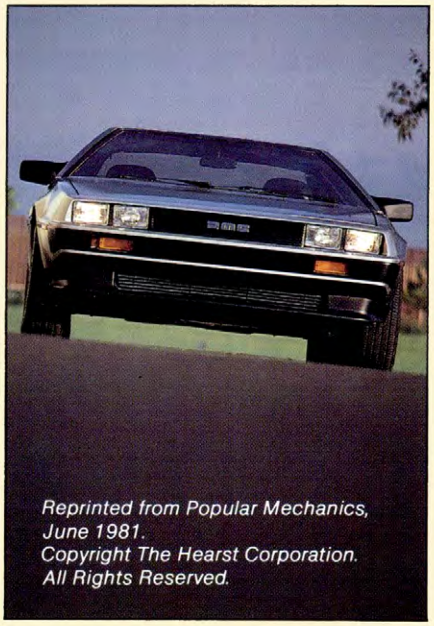
But of course, the DeLorean is a car intended for the open road. Here, I must admit, that I found the performance didn't quite match up to the car's looks or pedigree. However, it handles very nicely, with good transient response and fairly neutral cornering attitudes.

It has a good, firm suspension, independent at all four corners; nice, light and very direct steering response, and very powerful Lucas-Girling disc brakes all around, good for 60 to 0 mph in 135 feet.

At speed, the noise level is low and the engine is well damped. You're not conscious of a power unit churning away just a few feet behind your head as you would

Stirling Moss road tests the DeLorean sports car

Before the first production models of the long-awaited DeLorean sports car were readied for export, PM sent British race-car driver Stirling Moss to John Z. DeLorean's plant in Northern Ireland to drive the gull-wing two-seater. Shortly after, Auto Editor Tony Assenza visited the Dunmurry facility for a firsthand look at the plant, the car and the former GM executive who wants to put an all-new sports car on American roads. Here's their report.



Reprinted from Popular Mechanics, June 1981.
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be, let's say, in a Maserati or a Lotus. I found wind noise to be more obvious, mainly due to the gull-wing doors.

Assenza: Unlike the vast majority of cars running on the road, the DeLorean doesn't have a unitized body. Also, unlike some of the exotics, it doesn't use the race-car derived monocoque tub. Instead, it uses a separate chassis and body combination.

The chassis itself looks like two Ys joined at the base. This central backbone is the platform upon which the body and the suspension is attached. It's not surprising that this wishbone configuration is somewhat similar to that used in Lotus cars, since Lotus engineers were consultants in the design and development of the DeLorean.

The engine is placed at the rear of the car, just behind the rear axle. So this is a true rear-engined car, rather than the more common mid-engined cars which fit the engine just in front of the rear axle.

Front and rear suspension is coil over shock with upper and lower A-arms— it could be called a classic racing suspension.

The plastic fuel tank is at the front of the car, nestled between the two arms of the Y. This seems to be a very safe place to store it, since it would be almost impervious to rupture, even in the most severe crash.

The powerplant is the jointly developed Peugeot, Renault, Volvo V6 displacing 2.85 liters. It is fitted with Bosch K-Jetronic fuel injection and runs on a fairly low 8.8:2 compression ratio.

Moss: I suspect the performance is a consequence of the car's main market. The version I drove was modified to meet the stringent U.S. emissions regulations, which must have knocked the heart right out of the engine. Still, this is a problem all other sports-car manufacturers must face if they want to sell cars in the United States, and the

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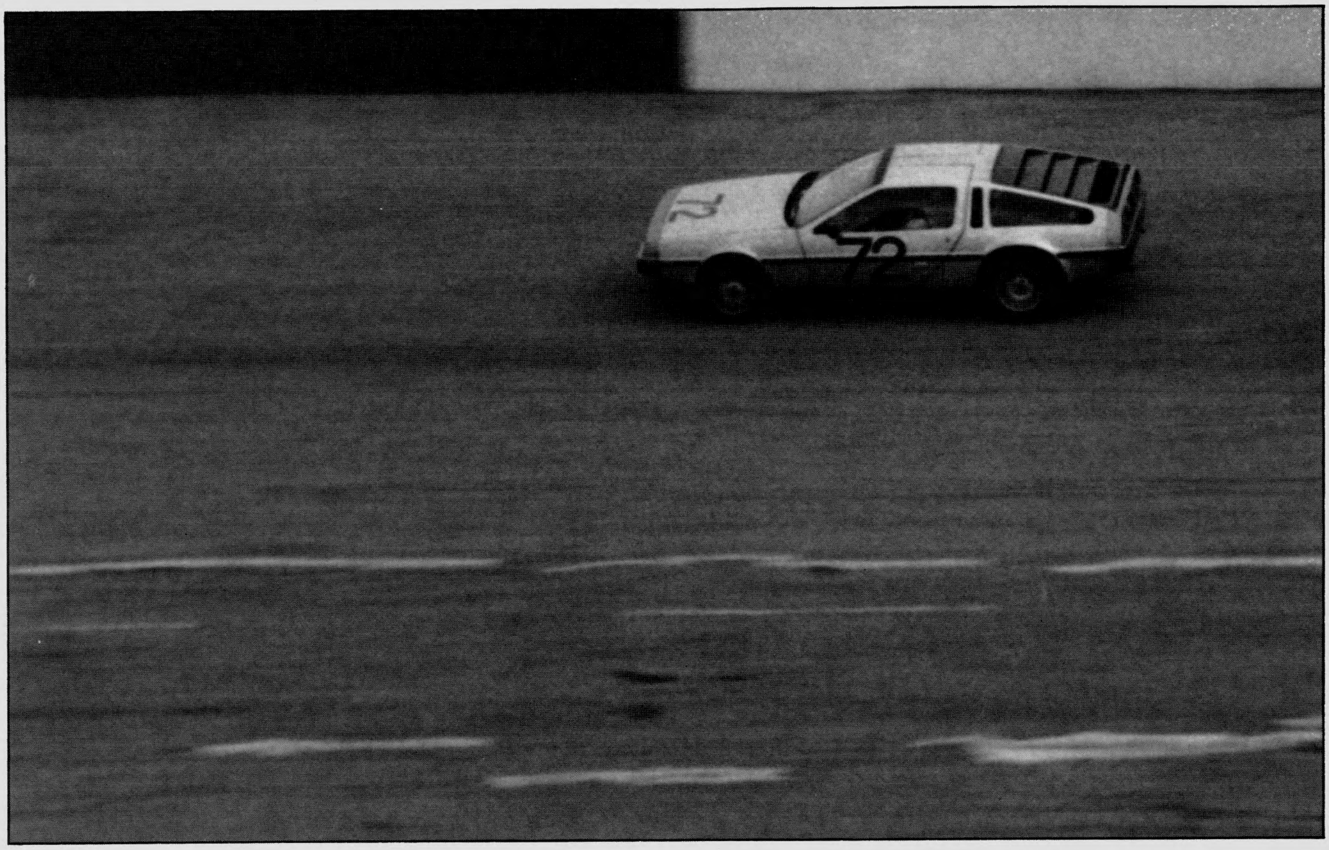


WHITE HOT, FROM PAGE 17

took the button hook at about 40 mph to get the feel of my car and see just how the other cars would be handling those curves. Coming out of the hook I was back on the oval track. At this point I could really open her up. Since my speedometer only registers 85 I could only estimate by the tachometer that I was doing about 135 mph. After seven laps around the track, each one at a little higher speed, I was ahead of the other four contenders. My husband Joe was taking pictures and I could remember his last words, "either fall into the back of the pack or stay in the lead if you don't want to risk rock damage to your windshield." I couldn't possibly stay in the back so the only choice was to get into the lead and stay there. I believe the most exciting part of the race was taking the button hook in 2nd gear at about 50-55 mph. The seven laps seemed to be over in no time at all but the waiting that morning seemed to be a lifetime. I will never do it again but it was a dream come true, the day my DeLorean ran the oval. The cars, the time, the place, the speed, the laps and the track are all real, the race is fiction. Since my car has none of the safety features needed to be in a sanctioned race, I was on the track only for the fun of it and by the courtesy of the SCCA. Through the help of a good friend Don Yarnal, a SCCA National GT driver, permission was granted to take the car on the track during the lunch break of a drivers school being conducted that week-end. My numbers were made of black contact paper and looked like the real thing. I had been kidding Don for two years telling him, if he wanted to always come in first, that he should get a DeLorean. Then one day he asked if I would really like to see what that car could do on a real track. Since he knew I never got my DeLorean over 65 mph on the highway, even when passing, I'm sure he thought I would say "no, thanks," but I didn't. I left the numbers on for about two weeks. I drive my DeLorean almost every day so you can imagine the looks I got driving around Houston in a DeLorean with racing numbers.

Someone asked me how much longer I plan to keep my DeLorean. After all, I have had it four years so they thought it was about time I traded her in. Well, I can't imagine not having my DeLorean. To me she is a car for all purposes. She is a nice conservative silver business car that goes well with brief cases and business suits for a couple of accountants on their way to work at Rice University. The grandeur of the old spreading oak trees and vaulted arches and columns of the university create a beautiful setting for a beautiful car to spend the day. There are two other DeLoreans on campus so it is not always a singular vision of beauty. July 27, 1986 at Lake Forest Academy she competed in her first Concours and proved to me that with glass and steel all shining that she also is a great show car. So in answer to my friend, why would I ever want to sell my wonderful DeLorean? She's my dream car, my race car, my business car and my show car, *plus* a car that's just a lot of fun to drive. Who else could get so much in only one car? No one except another DeLorean owner!

Gimmee!

BY DAVID KNUDSON

As one of the founders of your Association, I have participated as a director in somewhere between 30 and 40 Association Board meetings. I've seen the directors continue to give up their Sundays each month to grapple with the endless problems of a rapidly growing non-profit organization.

President, Ed Bernstein once said, "This is like running a large corporation on six hours a month!"

Miraculously though, nearly every problem is solved and every question answered in this brief time. I say, "nearly," because there's one problem that comes up now and then that the board simply can't solve. I call it the "gimmee" problem. It is invariably created by a distant member. By distant, I don't mean geographically, but a member who has distanced himself from his car as well as the Association, never really getting involved with either.

I'll give you two examples . . . a member writes, "$39 is too much for 4 magazines! I'm not going to renew my membership." Another calls the Activities Director and says, $19 for a prime rib dinner! I can get one for $9.95 at the Beef & Stein. I'm not coming."

I believe that anyone who pays the annual dues of $39 and feels it's too much for 4 magazines has made the right decision. Because if he doesn't get any more out of the magazine or Association than 176 pieces of paper a year he should subscribe to the New York Times and get real volume. Even *Car & Driver* realized the importance of our group when they reported, " . . . an energetic enthusiasts club, dispensing know-how to the faithful."

In short, your Association supports the DeLorean automobile and its owners in virtually every way. If one wants to sit back, flip through 176 pages and not take advantage of what's available to him, it's $39 misspent.

Second example, to the occasional caller who has just received an invitation to one of our events and thinks $19 is too much for a prime rib dinner, I also say, "you're right." Don't come. You won't enjoy the raffle, the tech talks, the rallyes, the presentations and all the other activities, or the camaraderie . . . the sheer enjoyment of talking to another guy about how he gets the darn wheels clean. Go ahead, spend $9.95 (plus tip and drinks) for an hour and a half at the Beef & Stein. You might save a couple of bucks.

Lest you think I'm bitter, I'm not. Because I've gotten much more than my money's worth out of the Association. Not the least of which are some very good friends. But to those few, who compare your organization to the price of magazine subscriptions or the cost of a dinner at a chain restaurant, I say, "Look a little deeper."

Dozens of extremely qualified people are making every effort, at their own expense, to provide technical answers for you, develop regional chapters for you, publish positive publicity to maintain the value of your care, produce entertaining and enlightening events for you, compose a newsworthy magazine for you, encourage service centers for you, develop new products for you, carefully manage your $39 for you and to get to know you.

Take advantage of this valuable asset.

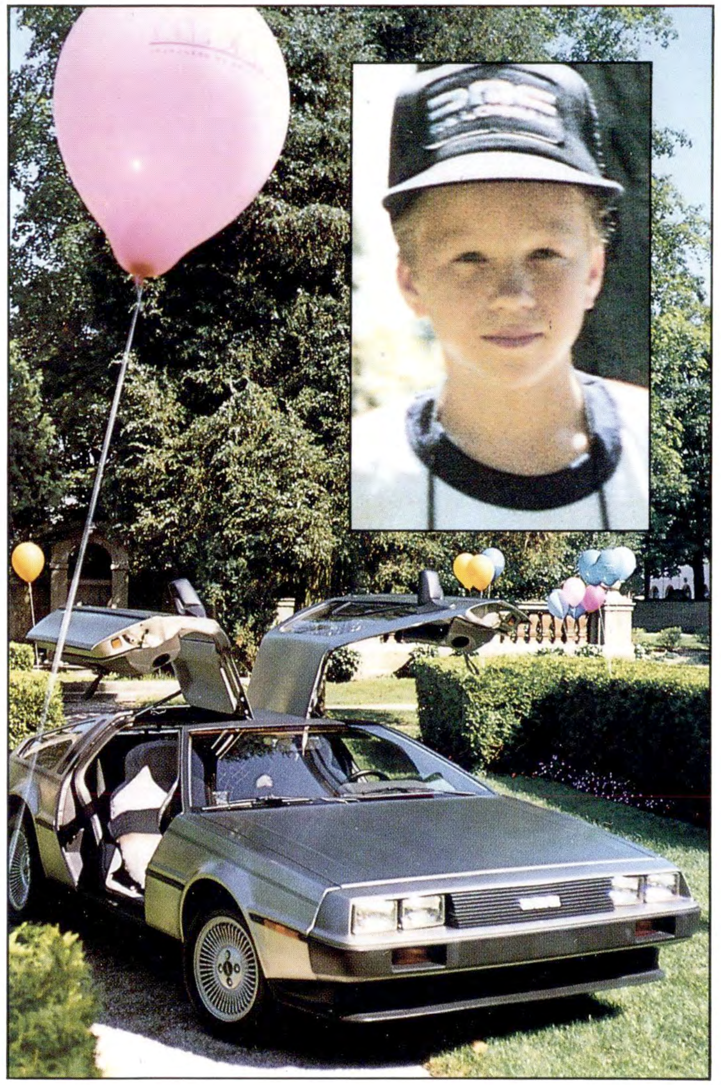
REGIONAL NEWS

CHAPTER TEN, FROM PAGE 14

Robert and Susan Dorchester / Activities Directors, John LaFond / Secretary & Treasurer, Mark Sheftell / Publicity Director and John LaFond once again as our acting Membership Director. John provided a superlative index that he created for various repairs and parts cross reference to everyone in attendance. A brief discussion of some of the events we would like to sponsor in the coming months followed and we adjourned to our autos to make door torsion bar adjustment on three D.M.C's. A fine time was had by all and we agreed to get together in the next couple of months.

DeLorean owners living in Maryland, Virginia and the Washington D.C. area who would like to join Chapter 16 should contact either John LaFond 20008 Octavia Court, Gaithersburg, Md. 108790 (301) 926-1307 or Stephen Kubiak, 8907 Royal Ridge Lane, Laurel, Md. 20708 (301) 725-0416.

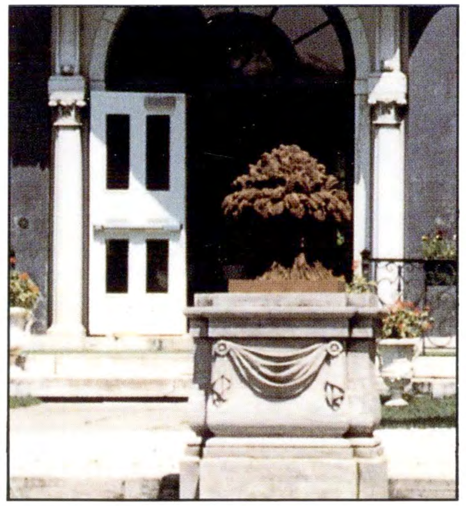
This photo was shot at our first meeting – some of our proud parents.

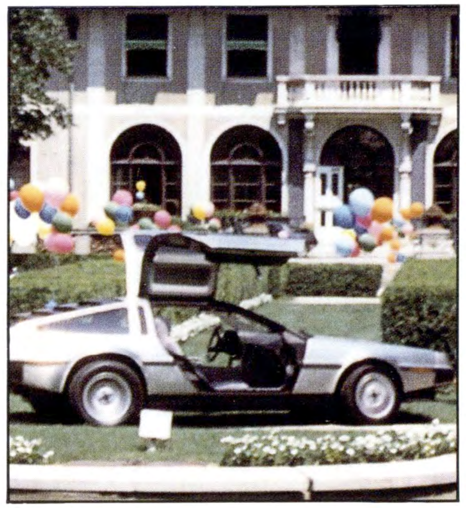


Chapter 7 does it up big for the

NATIONAL CONVENTION

BY DAVID KNUDSON
National Publicity Director





Lincolnshire, Illinois—I'd forgotten how green everything is on a midwestern summer's day. Flying over Illinois was like looking at a huge pool table. Those of us from the "golden" state (a romantic euphemism for dead grass) were impressed with the dense foliage everywhere we went.

Mary Lou and I flew in a day before the National Convention which was scheduled for July 25th-27th. We rented a car, then drove up to a Holiday Inn on the shores of Lake Michigan. We had visions of spending a nice relaxing night overlooking the lake.

Unfortunately, the Holiday Inn people had sold the thing to the state which was in the process of either refurbishing it or tearing it down. You couldn't tell which. The whole place was being run by high school kids. To say the room was dirty would have been kind. Reservations meant nothing to them and their service bordered on mob violence. The evening was capped off by one disgruntled employee pushing a COKE machine through a plate glass window and disappearing into the night.

I'm telling you this for three reasons: 1. It was in such sharp contrast to the rest of the weekend. 2. Originally, we were considering this spot for the convention. 3. Don't stay at the Illinois Beach Resort in Zion until, at least 1991.

Well, anyway, early Friday morning, July 24th we fled the place with the sounds of screaming teenagers, shattering glass and jack hammers still ringing in our ears. Next, it was on to the Lincolnshire Marriott which turned out to be an exceptional resort. After greeting old and new friends in the lobby, we prepared for the first big event.

The evening was hosted by Chapter 7 who treated us to a 6 P.M. cocktail party, a raffle, an array of souvenir products and Wally Blake, a very funny comedian patterned after Foster Brooks. Don Legner, Chapter Seven's President, MC'd the evening, introducing the national Board of Directors, expressing thanks to his chapter workhorses and national Activities Director, Samantha Robinson.

Saturday morning started at 9 A.M. sharp with well over 80 cars gathering in front of the hotel revving up for the Howard Feinstein Rallye. Howie's rally sheet guided us through the most beautiful areas of Lake Forest, Highland Park and Kenilworth then out to the

CONTINUED ON PAGE 40

The Alaskan DeLorean Owner

by Gil and Geri Moreno

While in Fairbanks, Alaska, in July we contacted Dr. Tony Diaz. He and his charming wife of twenty-five years, Kimi, and their two sons, Dimitri (7) and Gavin (5), greeted us shortly thereafter at our hotel. They graciously drove us to their home; but first we were treated to a tour of Tony's new office where Kimi's creative Japanese decorating glorified the interior. Nearby was the Fairbanks Memorial Hospital, a Lutheran hospital with 180 beds.

Up an unpaved road in Gold Valley and on a hill stood their lovely home, overlooking the University of Alaska (5,000 students). On the way we crossed a creek which was the site of one of the original gold finds in Alaska. Up at the house, where the view was quite grand, Kimi treated us to delicious coffee and Danish.

Dr. Diaz was formerly from the Los Angeles area, where he met and married his high school sweetheart, Kimi. He began his medical career as a pharmacist and later returned to school to study pre-med and finally obtain his M.D., specializing in Anesthesiology. A few years later, while living in Salt Lake City, Utah, he decided to move his family to Fairbanks, where they have lived for three years. Seventeen-year-old son, Jason, stayed in Salt Lake City to attend school there while daughter Nadine, twenty-three, attends U.S.C. in Los Angeles.

The Diaz' DeLorean is kept in a warm garage most of the time. He gets to drive it very little because of the weather. It gets to thirty and forty degrees below zero in winter and road conditions are extremely hazardous. He is really a loyal and devoted DeLorean owner. The car, vintage number 1481, is in excellent condition and shows goodcare. An interesting story is how they had the car shipped from Utah to Alaska. The car was placed on a forty foot truck and then a wood box made of 2x8 stock was built around it. When the car arrived in Fairbanks, the truck pulling the car could not make the road due to steepness and weather. A bulldozer was brought up to tow the truck and finally, the car was winched up the driveway. That entire trip took three weeks; with vans carrying their furniture and stops along the way.

They bought their DeLorean from Rick Warner Ford in Salt Lake City. It was shipped there from Pennsylvania because the one and only DeLorean the agency had was on display and would have to remain until another arrived. The only real problem they've had was with the fuel pump. Tony ordered one; meanwhile he had the terminals soldered. It's been holding ever since and hence, one extra fuel pump.

There are two other DeLoreans in Fairbanks that he knows of; but the owners are not interested in belonging to a club. His DeLorean is serviced at a Mercedes dealer on the outskirts of Fairbanks. He also has a vintage Fiat and belongs to a Fiat Club which he says does not compare to The Association. He is member #1694 and is glad he joined. If you're headed for Alaska in the near future, or just would like to correspond, write Tony and Kimi at: P.O. Box 3490, Fairbanks, Alaska, 99708.

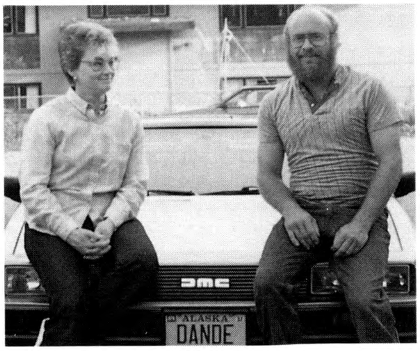
In Anchorage we found Bonny Willer who dearly loves her car and even said that she wants to be buried in it. Time was short, but we both had pleasant telephone conversations with her resulting in the following:

Bonny was also raised in Southern California; Temple City and other parts of San Gabriel Valley. She bought her DeLorean for her birthday in April, 1983 from a Jeep dealer, Denali Motors, in Anchorage. She and her husband, Jim, and two sons Chris(21) and Mitch (23) have lived in Alaska for fifteen years. They love it there. It's a different kind of life than in other big cities. Anchorage has 250,000 people, but is very laid back and casual, although a new performing arts center is being built which is expected to change the attitude of the city.

Bonny's car is vintage #2027. She's seen other DeLoreans in Anchorage,even a red one and a blue one. Once she let one of her sons take the DeLorean out for a six-pack; when he wasn't back in half an hour, she began pacing the floor. She says that wherever she is parked, curious people have to ask questions about the car. (We've all experienced that.) About a year ago Bonny wrote *Car and Driver Magazine*, "I love my DeLorean." They replied, "Yea, if you keep your nose clean." Bonny did remember something else that happened with her car, "the time the lock jammed on the passenger door and the handle broke off the outside of the driver door, we just stood there looking dumb. We couldn't get in, the locksmith couldn't get in. I called a DeLorean parts place in Santa Ana (California) for help and the only suggestion they made was that if we had to break a window, don't break the windshield. Big deal!!!! Finally, my husband went over to the passenger side door and pushed violently up and down on it. The jammed lock unjammed. When technology doesn't work, try desperation."

Bonny, who works in downtown Anchorage, drives her DeLorean three or four times a week except when the roads are icy. Her husband, Jim does most of the servicing, but never drives the car. Bonny says, "This is my baby. DANDE (her personalized license plate and her DeLorean's name) is my idea of heaven."

This is a lady with a great sense of humor who may be reached at: 3521 W. 80th, Anchorage, Alaska 99502



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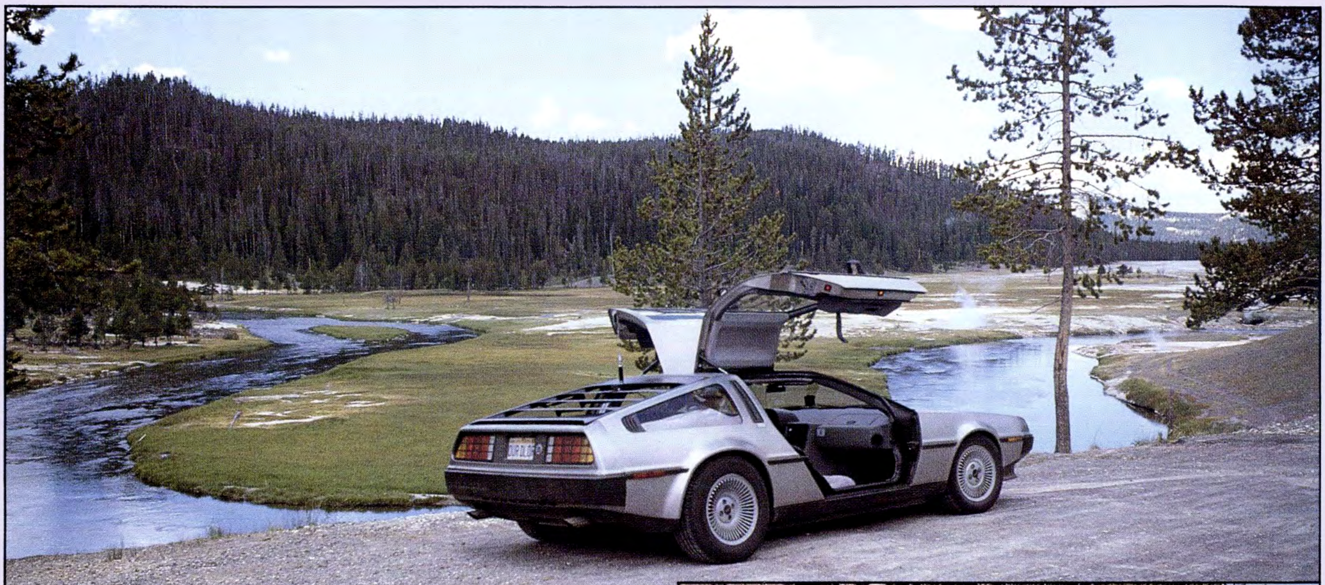

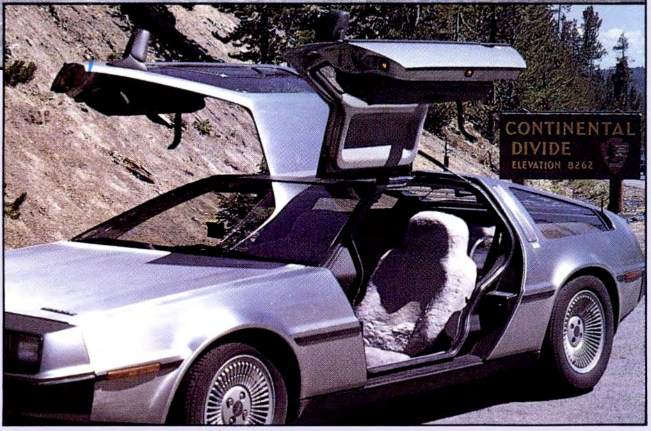

CHICAGO, FROM PAGE 15

I'm Off to Chicago!!!

A full tank of gas, a borrowed camera and my first assignment from the editor. An awesome task for someone whose high school English teacher said "he set the correct use of grammar back several generations."

My first stop, Las Vegas, Nevada. It hadn't changed much since our convention last April except for a few new light bulbs which were added to the marquee of the Grand Hotel to commemorate my losses there after the "Legends" show at the Imperial Palace during the weekend. The next morning I'm up at the crack of 11:00 and start heading toward Salt Lake City, Utah. The long straight stretches of highway north of Las Vegas really let one appreciate the smooth handling of the DeLorean Sports Car. I've changed the face and re-calibrated my speedometer to accurately indicate 170 mph and if you're not paying attention to your speed, you can exceed 100 mph without even knowing it.

Marginally secure in the knowledge that I have installed the most sophisticated Spectrum 2 radar detector, I remain fully insecure in the fact that it doesn't do much good when it comes to identifying that one car on the highway that you are gaining on or is gaining on you; not to mention the "Bear" in the air.

Today I discovered a sure cure for drooping DeLorean doors. Simply move to Mesquite, Nevada. It's always 110 degrees and doors just fly up when you open them.

From Mesquite it's a short drive across the northwest corner of Arizona to beautiful Utah. Cathedral mountains sheltering flashing streams of clear rapids fed by lace-like waterfalls provide a perfect setting for the photo buff. The roads are terrific and I found myself just gliding along, enjoying the scenery as I skirted past Zion and Bryce Canyon National Parks.

Wyoming wasn't much to see except long straight roads leading to long straight roads. An automatic pilot would have been a great accessory for this segment of the trip. I'm sure Yellowstone Park and the Grand Tetons are great to see, but I was heading east on Highway 80 toward Cheyenne, Wyoming and these landmarks were north of me.

Whoopee!!

I pulled into Cheyenne during Rodeo Week and you can bet I was the only one in town without a 4-wheel-drive vehicle, pickup truck or horse. When I pulled up to a stoplight all I could see out my side windows was great big, black, muddy tires. I thought it was best to get out of town before they ran me over or turned my DeLorean into a watering trough for their horses.

As I skedaddled out of Wyoming and into Nebraska, I was greeted by a phrase from "America the Beautiful"—"Amber waves of grain." Mile after mile of fantastic farmland with lush, green crops and neatly manicured grounds surrounding picturesque houses with white fences. Herds of cattle quietly grazing helped make me secure in the knowledge that the necessities of McDonald's hamburgers will be available to untold generations to come. What a relief off my mind that these gourmet delights will not become extinct because I knew in my heart that Nebraskans would never let cows be placed on the endangered species list.

CONTINUED ON PAGE 30

STIRLING MOSS, FROM PAGE 19

DeLorean seems to have done as good a job with the engine as most of the others. You'll get 0 to 60 mph in about 9 seconds.

At speeds over 100 mph, the car seems very stable due to the down-force created by its very aerodynamic shape (top speed is about 130 mph). It does seem a bit sensitive to crosswinds, however. This, I suspect, is due to the extreme rear-weight bias. Weight balance is 60 percent at the rear and 31 percent at the front.

In cornering, though, where it really counts, this rear-weight bias, which could cause oversteer, is reduced by suspension tuning and the larger tires at the rear.

Assenza: The man responsible for engineering the DeLorean is Mike Loasby, formerly of Aston Martin, who was also responsible for the Volante, Lagonda and the Bulldog. His goal was to make the car handle well enough for the enthusiast to appreciate, but also make it very forgiving for the "average" driver. He has apparently succeeded, because the car is remarkably vice-free, especially in light of its rear-heavy balance.

The most striking feature of the car is certainly the stainless-steel body. It's rustproof, naturally, and comes in a brushed natural finish without any kind of coating at all. If you like you *can* wax it and even paint it, but that would be taking away part of the car's uniqueness. DeLorean Motor Co. won't offer a paint job as an option, although they expect dealers to offer it.

CONTINUED ON PAGE 40

Thank You

DELOREAN ONE

would like to thank the following individuals for participating as judges in the first Concours DeLorean, at Lake Forest Academy on July 27, 1986. Their objective opinion and constructive suggestions have contributed to making DeLorean automotive concours competition one of the premier events in which to participate as an owner.

They have established the direction for decades to come...

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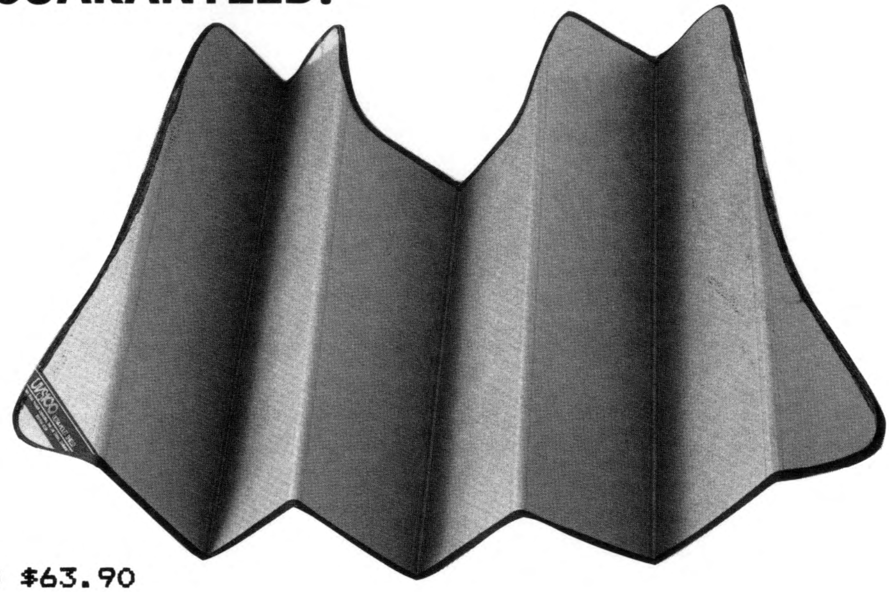

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CHICAGO, FROM PAGE 26

From Ogallala, Nebraska to Omaha is over 400 miles and I was astounded that my car telephone could reach the Omaha mobile operator over such a long distance. Heading east is about a 1000 foot drop in sea level from one end of the state to the other, so I just speeded up to 55 mph, put my car in neutral and coasted across the state . . . it's really flat.

Corny

Out of Omaha I entered Iowa. What Nebraska was to wheat, Iowa was to corn. I was up to my ears in corn. (I couldn't resist the pun).

I was determined to make Chicago by nightfall so I just zipped along like a rocket. Getting on the Illinois 5 tollway just about dusk really permitted me to live out two of my wildest fantasies. 1. Speeding along the dark and almost deserted tollway (just me and the State Patrol Officers) was just like guiding a Space Fighter through the heavens and millions and millions of fireflies were the stars. It was just beautiful . . . 2. I got to actually use my roll-down toll window to pay a toll. "Yes, Virginia, there is a Santa Claus."

A Different Way Home

After the DeLorean Owners Association National Convention I headed back toward California basically in the opposite direction from which I came. The drive across Nebraska was much more difficult this time, because I had to push down on the gas pedal going in the up-hill direction.

When I reached Julesburg, I was called upon to make a major lifetime decision. Should I go back across Wyoming through Cheyenne and Laramie or head in a southerly direction along Interstate Highway 76 toward Denver and the Rocky Mountains? Weighing the odds of not being able to follow the orange line on the map drawn by my guide from the Automobile Club, my penchant for getting lost and the thought of being stranded in the Rocky Mountains for what could be days without food and water against going back through Cheyenne and Laramie, I took what must have been seconds to decide, and bearing to the left I headed toward Denver, the 11,992-foot-high Loveland Pass and almost certain doom.

After gaining approximately 100 feet above sea level as I headed west across Nebraska, I began to feel extremely confident and cocky, asking myself,

"What's another 11,000 feet among friends?"

All kidding aside, the drive was magnificent. The clear air, green trees, massive pillars of rock against the blue sky, deer, racoons and chipmunks give special meaning to John Denver's popular song "Rocky Mountain High." I'm going to return as soon as I can to just spend some special time in the area around Vail and Aspen. The roads are smooth, fast and just enough curves to give one a real good idea of how fantastically the DeLorean Sports Car handles in the mountains.

I picked up my original route again around Big Rock Candy Mountain in Utah and from there it was straight in to Los Angeles across the corner of Arizona and past Las Vegas.

4600 miles and 14 days to the day after I started, I rolled into my driveway at about 10:30 p.m.

I suppose the trip would have been more interesting for some if I could have reported that my DeLorean had broken down, over-heated or I had become stranded in some out-of-the-way town without parts, talking to a mechanic who was looking for the engine in the front of the car, but such was not the case. I didn't add one drop of coolant, water or oil. I only added gasoline and monitored the air in my tires because I was doing a lot of high speed driving at 100+ degree temperatures.

As I rolled into California, my odometer passed 81,000 miles and I was impressed with the operation of my DeLorean as those with whom I had spoken over the past two weeks were with its appearance. Don't pass up the opportunity to enjoy driving your DeLorean around the United States. There are so few of us on the road that in each town you drive through you will experience the feeling of what it is like to go "BACK TO THE FUTURE."

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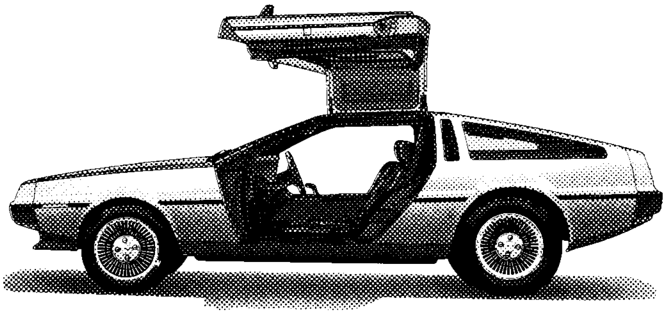

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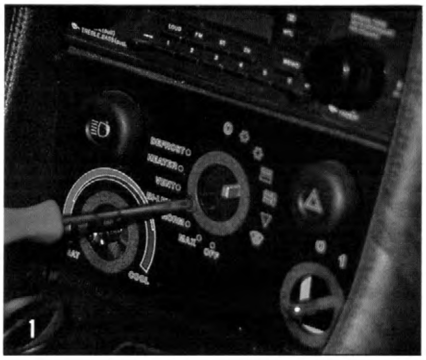
Rebuilding the Mode Switch

By: Donald Steger
Photos: Kjell Myhre

The mode switch has a tendency to hiss and have improper airflow out the center air ducts. In addition, other vacuum pods will malfunction because of the vacuum.

Tools Required:
Needlenose pliers
3M adhesive glue
Vaseline
Thin paint brush
Red touch up paint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CAUTION: BEFORE BEGINNING PROCEDURE, DISCONNECT BATTERY.

1) Remove the three round knobs located on the panel below the radio by pulling them straight off. Remove the Phillips screw in the center of the panel.

2) Slightly pull the panel away from the dash to expose the three light fixtures behind the light panel. Carefully remove all three light sockets from the panel. Set the panel on top of the center console.

3) Reach behind the right hand side of the center console. Carefully working one's hand through the wiring on the back of the mode switch, pull and remove the rubber socket.

4) Remove the small Phillips screw which holds the mode switch to the center dash.

5) With the right hand still behind the dash, hold onto the mode switch, rotating the mode switch until the three electrical connectors are exposed. Be sure to note the location of each colored wire before removing wires. Use needlenose pliers and carefully unplug each colored wire. Slowly remove mode switch from behind the center console.

6) Mark the mode switch with red touch up paint in the appropriate location as shown.

7) Remove two Phillips screws and separate back portion of mode switch. With needlenose pliers and back portion of mode switch, put one finger on white and on the other side, squeeze together the two small white clips and release pressure with finger and allow the spring to release tension.

8) Separate and remove rubber vacuum maze. Clean both sides of the rubber maze and both portions of the mode switch with carb cleaner, lacquer thinner, etc.

9) Apply 3M glue on the white portion of the mode switch and match large rubber peg to the large hole and also match other pegs to appropriate holes. On the other side of the rubber, apply a thin coat of Vaseline to rubber vacuum maze with thin paint brush and make sure that it is evenly distributed.

Reverse the process and reassemble the mode switch by making sure the red marks match. Before installing Phillips

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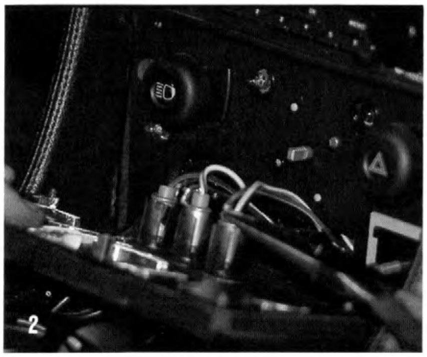
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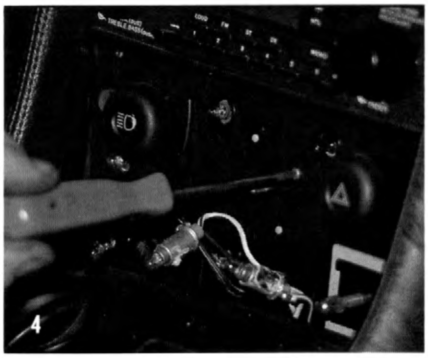
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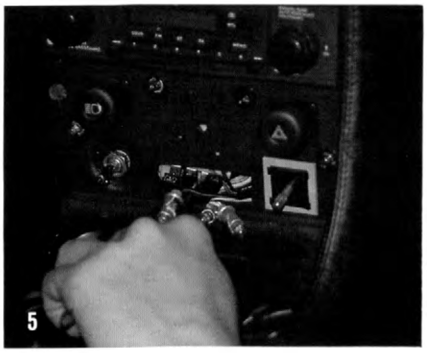
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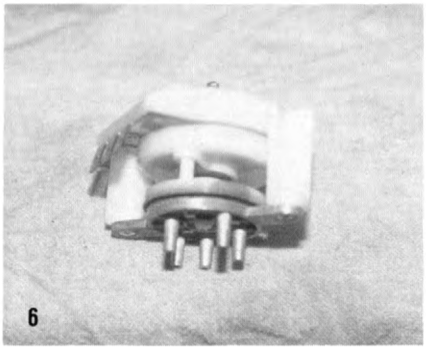
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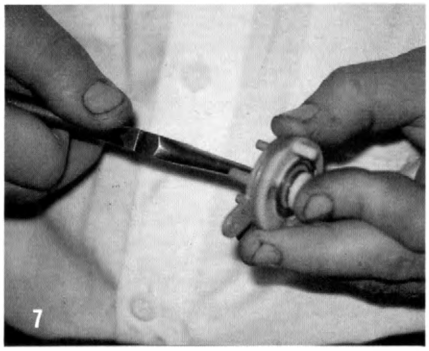
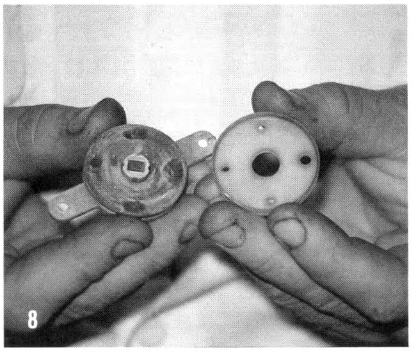

7

screws, make sure small and large white pegs match appropriate holes on the other half of the mode switch. Slowly install the mode switch by reaching behind the center console and reconnect electrical wires, matching colors to appropriate locations. Place the mode switch in the center panel making sure that both white pegs are protruding through the panel. Install the small Phillips screw. Before installing the rubber socket, there is a small lip on the outside which needs to be approximately in the two o'clock position during installation.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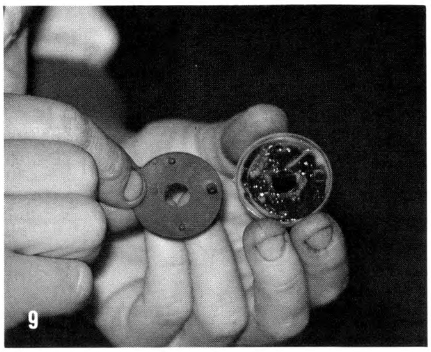
9

At this point, reconnect the battery to check the headlights and four-way flashers to make sure they were not unplugged. If they have become disconnected, reach behind the center console and carefully reconnect them. Reinstall the lights to appropriate sockets by turning the ignition to ON position. Switch the defroster switch to the ON and OFF position allowing the lighted bulb to go in the center socket. Reinstall the front panel and secure with Phillips screw. Complete the procedure by pushing the knobs back in place on the front panel.

Start the vehicle, turn mode switch to max position and the blower motor to the fourth speed. There should be a large quantity of air blowing out of the center air vents and the door vents. Also turn the mode switch to the other positions making sure each position is functioning properly.

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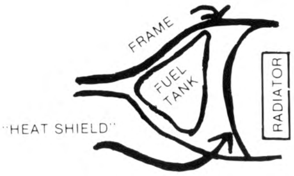

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Technical Seminar Questions

By: Donald Steger
Professional Technical Advisor

There were many questions brought up at the DeLorean Owner's Association first National Convention in Chicago. I feel the best way to answer these inquiries is to publish the responses which will enable all the members to benefit from them. I have taken a few questions from each category for this article and will follow up in the next issue of *DeLorean World* with the remaining questions and discussion.

Front End

Q: Where is the rubber grommet located that is causing a drag on my steering.?

A: The rubber grommet is located at the end of the steering wheel shaft by the foot pedals. Applying Vaseline or other types of lubricants will increase smoothness in the steering.

CONTINUED

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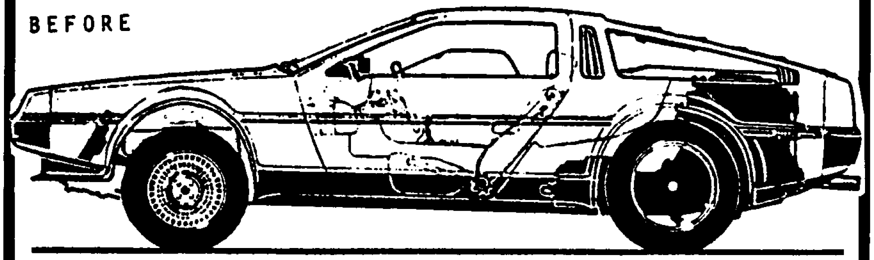
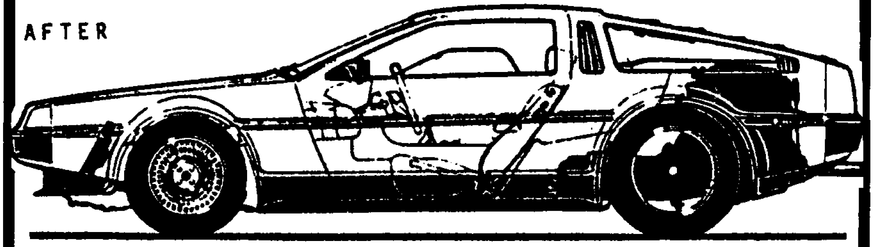
CURE FOR NOSE-HIGH DELOREANS

Does your car's nose "sniff the air"?
Is the ride harsh too?

BEFORE



AFTER



Your car will sit right and ride softer using these computer - designed, custom front and rear coil springs.

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An easy installation and a perfect fit!

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Frederick C. Lockett
220 Locust St. Suite 12-F
Philadelphia, PA. 19106

MEMBER

Q: Is aligning the front or rear end a problem for normal alignment shops?

A: The front end can be done in a normal shop; however, the rear end alignment requires more sophisticated equipment.

Q: Is it possible to replace just the loose inner tie rod end, or does the entire rack need replacing?

A: To the best of my knowledge, the rack was made primarily for the DeLorean and separate parts cannot be obtained. The entire rack needs to be replaced. If anyone knows of other vehicles using this rack, please let me know.

Stainless Steel

Q: Is there a good commercial cleaner sealer?

A: I recommend staying with the basic DeLorean Car Care Kit because the products have been approved by the factory.

Q: How do I go about rebrushing certain areas of the body?

A: Buy a DeLorean Car Care Kit or buy a Scotch Brite Pad with a plastic handle on it, and buff it out making sure you follow the grain in the finish. This is also a good way to remove road chemical blemishes.

Q: How can cross-hatching be removed?

A: I again recommend the DeLorean Car Care Kit. There are many uses for the contents of this kit.

Tires

Q: Are the Goodyear Eagles a good replacement tire? Do they offer a rougher ride?

A: I have had many customers with these tires without any complaints and they haven't mentioned having a rougher ride.

Q: What causes routine wear when properly aligned?

A: It could possibly be a bad set of tires. The shop which aligned the rear end may not have sophisticated enough equipment.

Steering

Q: What service is required for drag in the steering?

A: I recommend taking it to a shop to determine whether steering knuckles or rack and pinion are worn out because of lack of lubrication.

Engine

Q: What causes leaky water hoses under the intake manifold?

A: The clamps become loose from too much expansion and contraction of the engine, and also from being too old. I recommend replacing the hoses and clamps, and the proper amount of coolant made for aluminum engines.

Q: What is the procedure for a valve adjustment?

A: Refer to the DeLorean Workshop Manual. It contains a step by step procedure for a valve adjustment.

Electrical

Q: Can you add any additional heating capacity for winter driving?

A: No, because there is no place for additional heater or larger core under the dash. You can put a higher heat range thermostat which can reach 195 degrees.

Q: What causes a noisy speedometer drive?

A: This is caused by a bad service counter [lambda] and should be replaced.

Q: What causes the cooling fan fail light to flicker on and off?

A: This is normal because of the initial start up of the front fans. They draw approximately 8-11 Amps each and that surge temporarily turns the light on. Once the fans are in operation, the light goes out.

Q: What causes the tachometer to stick at 1000 RPM when the motor is off?

A: You will notice that the needle goes from 1000 to 1500 each time the engine is turned off and this is normal.

Brakes

Q: What causes squeaking when using metallic pads?

A: They are a lot harder and use more metal particles embedded into the brake pads. It could also be a glazed finish build-up. By applying the brakes hard occasionally, this can remove the build-up. The rotors could also be warped and would need to be turned on a machine.

Doors

Q: What causes all the rattles and air noises?

A: There are approximately seven cylindrical rods ranging from six to thirty inches in length. If these are close to any

CONTINUED ON PAGE 39

Workshop Manual Supplement

"A Tinkerer's Guide to the DeLorean Electrical System"

Technical Advisor
DeLorean World

Dear Sir:

As a new member, I have been particularly impressed with the quality of your publication. Keep up the good work, guys and gals! As a tinkerer, I find the Tech Notes of real interest and help.

In my endeavor to try to learn this fine automobile inside and out, I purchased a Workshop Manual from DeLorean West here in Garden Grove. Verne, the manager, was really eager to help me with questions, and with manual in hand, I approached my '81's electrical system with confidence. I soon learned that the electrical section of this, and I assume all, manuals was severely lacking on details on the electrical wiring harness that runs the length of the backbone of the car. Verne came to my rescue with an old, decrepit schematic, but that, too, left much to be desired.

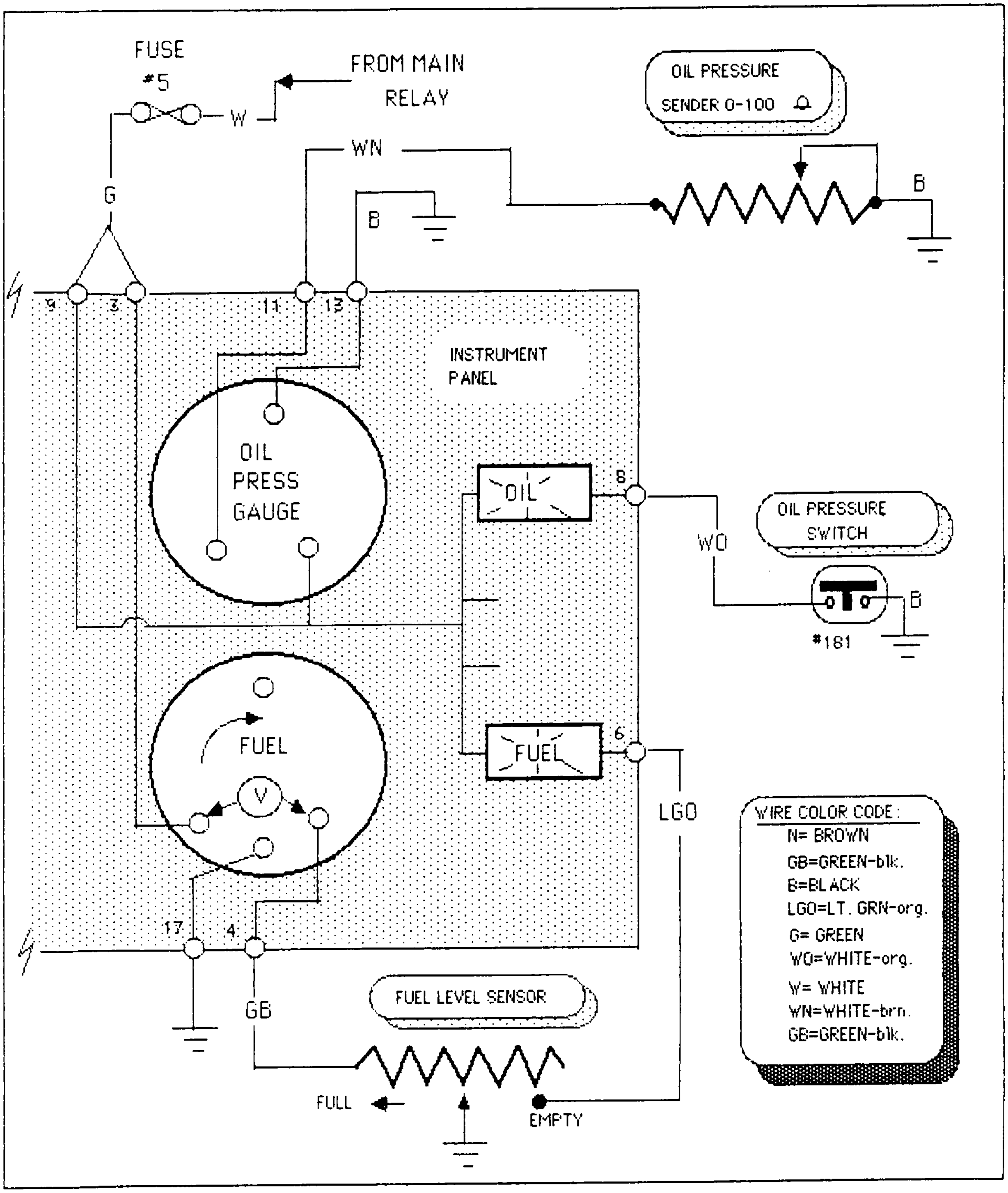
Not to be beaten, as one so many times is by weak-to-nonexistent manufacturer electrical information, I took the schematic apart and have managed to construct my own "addendum" sheets to supplement the electrical section of the Workshop Manual. So far, I have constructed 5 new sheets; two of which I have enclosed for your perusal. These sheets slip into the Workshop Manual as supplemental pages M:18:01 ±1 and ±2. These sketches are helpful to explain why my oil pressure gauge is usually pegged at maximum (an oil pressure sensor having too high a value of internal resistance had been installed), and what that funny little black box (the inertia switch) with the red toadstool growing out of its top was doing on the clutch pedal bracket.

I thought since these sketches were of help to me, perhaps other readers might find them of some value, too. These are just my way of saying "Thanks" to DeLorean World for doing such a fine job keeping those of us that like to get our hands dirty "in the know."

Sincerely,
R.L. (Ron) Totman

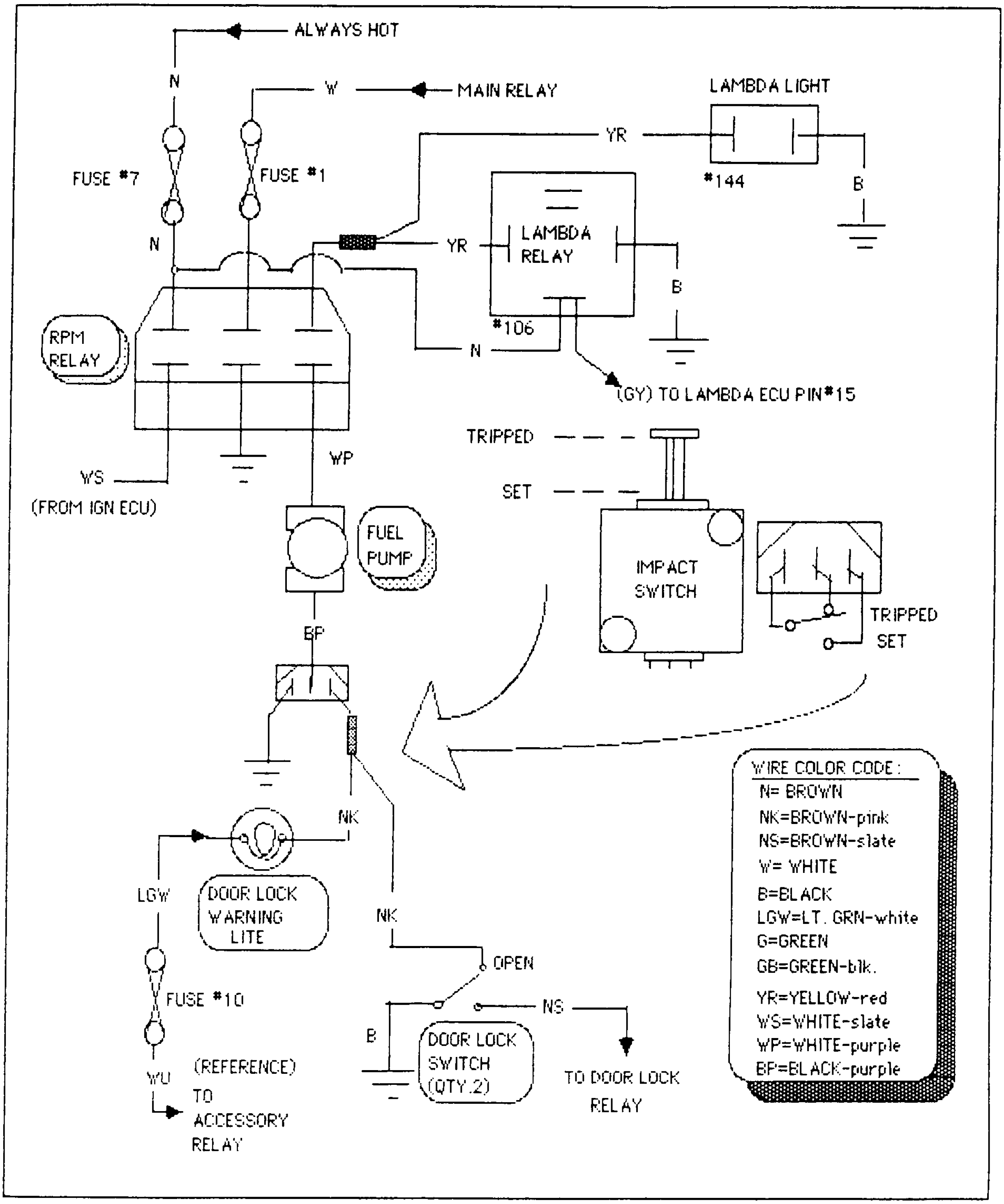
FUEL/OIL PRESSURE GAGE & SENSOR

M:18:01:1


FUSE
#5
W
FROM MAIN
RELAY
WN
G
B
OIL PRESSURE
SENDER 0-100
B
9
3
11
13
INSTRUMENT
PANEL
OIL
PRESS
GAUGE
OIL
8
WO
OIL PRESSURE
SWITCH
B
#181
FUEL
V
FUEL
6
LGO
17
4
GB
FUEL LEVEL SENSOR
FULL
EMPTY
WIRE COLOR CODE:
N= BROWN
GB=GREEN-blk.
B=BLACK
LGO=LT. GRN-org.
G= GREEN
WO=WHITE-org.
W= WHITE
WN=WHITE-brn.
GB=GREEN-blk.

M:18:01:2

FUEL PUMP AND INERTIA SWITCH


ALWAYS HOT
N
W
MAIN RELAY
LAMBDA LIGHT
YR
#144
B
FUSE #7
FUSE #1
N
YR
LAMBDA RELAY
B
#106
N
RPM RELAY
(GY) TO LAMBDA ECU PIN#15
TRIPPED
SET
WS
(FROM IGN ECU)
WP
FUEL PUMP
IMPACT SWITCH
TRIPPED
SET
BP
NK
LGW
DOOR LOCK WARNING LITE
NK
OPEN
FUSE #10
B
NS
DOOR LOCK SWITCH (QTY.2)
TO DOOR LOCK RELAY
WU
(REFERENCE) TO ACCESSORY RELAY
WIRE COLOR CODE:
N= BROWN
NK=BROWN-pink
NS=BROWN-slate
W= WHITE
B=BLACK
LGW=LT. GRN-white
G=GREEN
GB=GREEN-blk.
YR=YELLOW-red
WS=WHITE-slate
WP=WHITE-purple
BP=BLACK-purple

SEMINAR, FROM PAGE 36

metal areas they will rattle against the door. Loose screws are probably the most common cause of a rattle. Due to the doors not pushing tight enough against the door seals, air noise is most common along door seals located at the ends by the windshield. You can cure the noise by raising the door seals with the installation of small vacuum line under it.

Q: What makes the door not shut tightly?

A: Improper adjustment of the door pins.

Other

Q: What causes my 1982 DeLorean to clunk by the transmission?

A: You can refer to the back issue of *DeLorean World,* Volume 3, Number 4, page 31.

Q: What causes a constant relay cycling?

A: The low pressure switch behind the right front tire also controls high pressure, and is adjustable. Make sure the air conditioning system has been serviced. Before servicing the cooling system, the modification of the fan fail system is recommended. (Ref.: *DeLorean World,* Volume 3, Number 2, Summer, 1985, page 21.) Then service the cooling system. (Ref.; *DeLorean World,* Spring, 1986, page 28.)

AC Panel Light Modifications

By Marc Goldstone

The AC Panel lights will function as follows: When doors are shut, headlights are off and lamp delay unit has timed out, panel lights will be off. When the doors are opened, the panel will be illuminated at a low setting. The lamp delay module will maintain a similar response. When driving with headlights off, the panel will not be illuminated. When headlights or parking lights are on, the intensity of the AC panel will be the same as is adjusted for the instrument panel lights. If Q2 is deleted altogether, the AC panel lights will only be illuminated when the headlights are on. This will save the cost of the FET and will reduce the complexity of the modifications.

CAUTION;

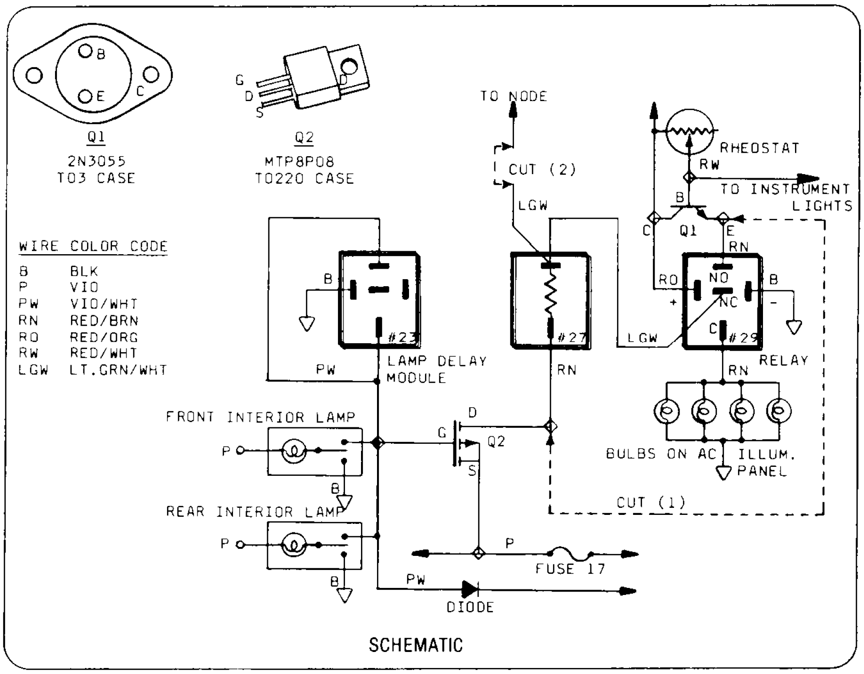
I would recommend that these modifications be performed only by those familiar with electronics.

Rework Procedure:

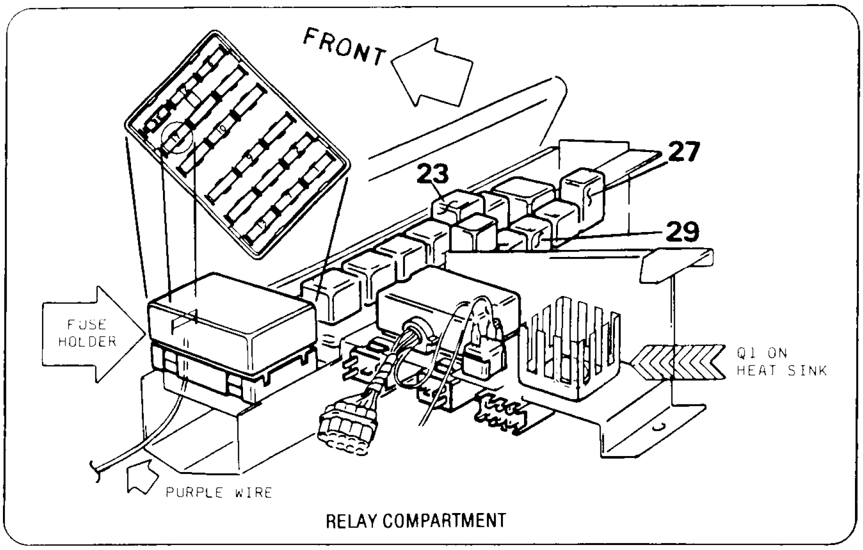
Part #1

1) Disconnect one lead of battery during the following steps.
2) Remove carpet and cover from rear deck.
3) Remove relays (set aside in order).
4) Remove four screws holding relay sockets.
5) Locate (LGW) light green/white wires at resistor module #27. Locate and "cut" the wire which *DOES NOT* connect to AC illumination relay #29.
6) Locate (RN) red/brown wire between modules #27 and #19. Cut this wire.
7) Remove panel at gearshift. Locate (RW) red/white wire at rheostat. Attach another wire to the rheostat at same contact as (RW) wire. Snake wire under arm rest into the relay com-

CONTINUED ON PAGE 41


Q1
2N3055
TO3 CASE
Q2
MTP8P08
TO220 CASE
B
E
C
G
D
S
WIRE COLOR CODE
B BLK
P VIO
PW VIO/WHT
RN RED/BRN
RO RED/ORG
RW RED/WHT
LGW LT.GRN/WHT
TO NODE
CUT (2)
LGW
RHEOSTAT
RW
TO INSTRUMENT LIGHTS
#23
LAMP DELAY MODULE
#27
#29
RELAY
NO
NC
RN
RO
BULBS ON AC ILLUM. PANEL
CUT (1)
FRONT INTERIOR LAMP
REAR INTERIOR LAMP
PW
FUSE 17
DIODE

SCHEMATIC


FRONT
23
27
29
FUSE HOLDER
Q1 ON HEAT SINK
PURPLE WIRE

RELAY COMPARTMENT

STIRLING MOSS, FROM PAGE 27

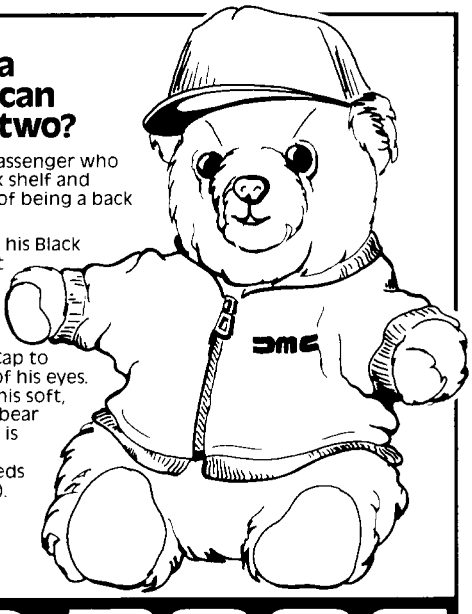
Body maintenance is fairly easy. All you need is an Engis wheel, a round attachment on a drill with flaps of 200-grit sandpaper attached. Steel wool or any kind of abrasive which contains iron is not recommended because bits of iron will deposit themselves in the steel and create small brown spots.

The inevitable dings and dents can be banged out using traditional methods.

The cars are assembled in a 750,000-sq.-ft. plant which is capable of producing 20,000 cars a year. Currently, it produces 22 cars per day.

Moss: The task of designing, developing and producing a new motor car is fraught with every kind of risk and problem, especially when making expensive sporting cars for the discriminating few. Still, to make a car like this from the very beginning in just a couple of years is a remarkable achievement.

The DeLorean has the makings of an extremely desirable sports car. The details that need improvement, such as the fit and finish of certain body and trim parts, are trivial indeed, compared to problems that have already been solved.



Who says a DeLorean can only hold two?

Here's that third passenger who can sit on the back shelf and never be accused of being a back seat driver!

Smartly dressed in his Black Satin Racing Jacket featuring a custom DMC embroidered logo and a beautifully detailed Baseball Cap to keep the sun out of his eyes. A GREAT MASCOT. This soft, cuddly 12" brown bear loves to travel and is completely house broken. (Never needs to make a pit stop).

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CONVENTION, FROM PAGE 23

Chicago Botanical Gardens for a very good box lunch. After a stroll through the extensive gardens, we caravanned back, gathering stares as we snaked back to the Marriott.

That afternoon at 1:00, Don Steger's tech talk got underway and almost ran smack into the evening cocktail party. It seems we never have enough time for tech talks. But as usual, Don did an outstanding job and was able to answer most everyone's questions. At the end of the tech talk, Advertising Director, Dick Shipman, presented an Association T-shirt to our youngest member, 10-year-old Michael Siblik from Burr Ridge, Illinois, who came with his father, mother, grandfather, sister plus his own personal collection of DeLorean memorabilia and artwork. Needless to say there's aren't many DeLoreans in Burr Ridge so Michael had a real heyday. In fact, he convinced his parents to drive in both Saturday and Sunday for the various events.

Saturday night was hosted by your national Board of Directors and began at 6 P.M. with a cocktail party in one of the resort's picturesque wooded glens. Eric Endy's outstanding DeLorean Video was shown then we moved on to an elegant buffet dinner in the hotel's pavilion tent.

Dinner was followed by a program which included placques presented to several Chapter Seven king pins by President Ed Bernstein, rallye trophies, a raffle, and then dancing to a live group. Rallye winners were: 1. Dee and Bob Vetter, 2. Martin Hellkamp, and 3. Sam and Angela Jones.

Sunday started very early for me because I was a judge for DeLorean One's Concours DeLorean. All judges were required to be at the facility for breakfast and a briefing at 7:30 A.M.

Fortunately, Ed Bernstein and Steven Wynne, owners of DeLorean One, had carefully put together a map so even the most bleary-eyed judges could find the location at that early hour. Ed and Steven have never been known to think second class, so they chose the spectacular Armour estate in Lake Forest for the Concours. And spectacular is an understatement. The rolling lawns, private lake, classical music, balloons, fountains and imposing mansion would have made F. Scott envious of the whole affair.

Judging started promptly at 9:30 A.M. and ran into mid-afternoon . . . all of the cars were exceptional. Winners included: Best of Show: Jack Cornes, Twin Lakes, Wisconsin; 1981 Vehicles: 1st - Jack Cornes, Twin Lakes, Wisconsin; 2nd - Bill Runyan, Kildeer, Illinois; 3rd - Jay Kalchoff, Brecksville, Ohio; 3rd - Don Legner, McHenry, Illinois; 1982 Vehicles: 1st - Dana Kalchoff, Brecksville, Ohio; 2nd - Don Gowler, Schaumburg, Illinois; 3rd - Frank Hayden, Fox Lake,Illinois; 1983 Vehicles: 1st - David Lancaster, Reynoldsburg, Ohio; 2nd - John Truscott, Santa Barbara, California; 3rd - Sam Jones, St. Louis, Missouri.

The whole weekend, weather included, just couldn't have been better. It gave us westerners a chance to meet many new eastern and midwestern friends. However, a surprising number of men came without their wives because a lot of the wives thought it would be just a bunch of guys sitting around with a beer in one hand, a wrench in the other and talking about carburetors.

For those of you who haven't attended one of our events, you should know that there's always plenty going on for everyone. So don't hesitate to come. You'll meet lots of really great people. Why not visit us at the San Antonio convention later this year?

MODIFICATIONS, FROM PAGE 39

partment. Connect the other end to the *BASE* of Q1.

8) Connect a wire from the emitter of Q1 to the (RN) red/brown wire which was cut previously at relay #29.
9) Connect a wire from the collector of Q1 to the (RO) red/orange wire at relay #29.

Part #2

1) Connect a wire from the GATE of Q2 to the (PW) purple/white wire at lamp delay module #23.
2) Connect a wire from the Drain of Q2 to the (RN) red/brown wire at resistor module #27.
3) Connect a wire form the source of Q2 to the (P) purple wire at Fuse #17.

NOTES:

The cases of both transistors must be insulated to prevent short circuits. Q2 produces negligible heat and can be insulated by covering with heat shrink tubing. Tie-wrap to the wiring harness. Q1 operates as a linear voltage follower and as such may produce a significant amount of heat. A heat sink is required. The aluminum chassis of the relay panel may be used directly as a heat sink;, however, the assembly and electrical isolation will be easier to achieve by using a separate heat sink. The heat sink should be mounted using a suitable insulator to the chassis.

THEORY OF OPERATION:

Q1 acts as a voltage follower which dims the additional lamps without causing excessive heating of the rheostat. Q2 is a P-channel enhancement mode power MOS FET (static sensitive) which acts as a zero current, voltage controlled switch. When the GATE terminal is grounded, current flows from the source to the drain, through the dropping resistor and relay (if headlights are off) to the AC panel lights. Opening either door grounds the GATE terminal as does the lamp delay module.

PARTS AVAILABILITY:
HAMILTON AVNETT ELECTRO-SALES stocks both components:

Q1 2N3055 Transistor T03 case
Q2 MTP8PO8 Power MOS FET TO220 case "Motorola"
P-Channel 0.4 Ω, 8 Amps

Use 20 GA stranded wire for all modifications.

Custom-designed Springs for Lowering the DeLorean

By: Frederick C. Lockett

There has been a great deal of interest in custom-designed springs to lower and/or soften the ride of the DeLorean. As you know, a stock DeLorean looks like it is forever running up hill. Even the frame and floor pan are higher in front than in back. One solution to this situation is to install springs custom-designed to drop the DeLorean by 1.5 to 2 inches as measured at the front fender well. Other methods have also been tried with varying degrees of success.

Lowering the front has several advantages including reducing steering effort by making the tie rods parallel with the steering rack and pinion unit. Lowering dramatically improves the aerodynamics of the car, reducing front end lift during high speed driving. It also eliminates the car's nose-high profile and closes the wide "gaps"in the front wheel wells.

Considering these advantages, why does the car have a nose-high attitude to begin with? Indeed, the vehicle may have been designed to ride lower and softer. Photographs of prototype DeLoreans displayed in Ireland show the cars with lower front and rear suspensions. (Refer to photographs in the Stainless Steel Illusion, pages 77, 95, 115, and 123.) The cars were apparently raised up because of the unexpected, untimely and now defunct USA 5 mph bumper standards. If there was an unanticipated, last-minute revision to the ride height, a question arises as to how the change was achieved. We think the springs may have been both lengthened and also stiffened for better control at the higher ride height. Suspension geometry and steering was probably left unchanged because of the high cost of redesign and tooling.

The logical conclusion is that the car could be restored to the proper attitude and the suspension could be softened through the development of new springs. The source initially contacted was the supplier of suspension components for the DeLorean, Jonas Woodhead Ltd. of Manchester, England. As a result of their input and the engineering efforts of a well-known American manufacturer of custom-designed springs, two products have recently been brought to market – a front-end-only spring set and a full suspension set which lowers the car and softens the ride.

The computer-designed, professionally manufactured springs now being produced will satisfy the desire of many DeLorean owners for a lower, more even "nose." And, the stock springs may be reinstalled if the car is ever to be sold or exhibited.

The two-spring set lowers the front end 1.5 to 2 inches and retains the stock suspension stiffness.

The four-spring set lowers the front end 1.5 to 2 inches and the rear 0 to 0.5 inches (depending on passenger loading, etc.). The stiffness of both the front and the rear springs is reduced by 15 to 20 percent, resulting in a balanced, softer ride while maintaining a sports car's ride and handling qualities. The softer ride may also reduce the rattles and shakes which develop eventually in fiberglass cars. City and country driving over rough, pot-holed or non-freeway type roads is more comfortable. The substitution of different springs is the only way to soften the suspension of a car; cutting a spring only makes it stiffer.

Many DMC experts are turning away from lowering methods such as cutting the rear springs and putting them in front and relocating the front springs to the rear. This "old standard" method lowers the entire car quite a bit and the result is often rear suspension bottoming, tire wear and too stiff a ride in front. Height adjustable Bilstein shocks in the rear may compensate for some of the problems but produce a firmer ride. Many well meaning mechanics have botched the spring cutting process and produced lop-sided results. Improperly lowered vehicles are more susceptible to hitting road hazards, parking lot barriers, car wash tracks, service station lifts, etc. Any lowering of a car will require increased vigilance on the part of the driver. However, a conservative approach will minimize these problems.

It will also be appreciated that the manufacturer does employ the stock DMC spring coil end-treatment, coil diameters, color and rust protection to assure a perfect fit and give an appearance which cannot easily be distinguished from the stock springs.

CLASSIFIED

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FOR SALE: One side of outdoor DeLorean dealer marquee. Good condition, best offer. Call for details. Richard Kibbey (305) 286-2684, Stuart, Florida.

LOW COOLANT WARNING SYSTEM KIT. Your DeLorean has over 25 possible water leaks. Save an engine! Complete kit includes new type plastic reservoir, hoses, wiring & installation instructions to switch on coolant fan fail light to indicate low coolant level. $169.95 plus $4.50 shipping. Mastercard, VISA. M. Poutin, c/o Auto Electric, 913 Airline, Corpus Christi, Texas 78412, (512) 992-8842.

LEATHER TOUCH-UP SOLUTION for worn, faded and scratched seats, $18 prepaid, specify grey or black. Replace those ugly steel lug nuts with high polished acorn nuts machined out of solid 304 stainless, $52 per 16 prepaid. Money orders only. Walker, 9597 Quail Creek Dr., Redding, CA 96002, (916) 365-8314.

WANT TO BUY A DELOREAN AUTOMOBILE? Call for our **FREE** computerized list of "DELOREANS FOR SALE" around the nation. DELOREAN ONE, 21417 Ingomar St, Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

SPEEDOMETER on your Delorean not working? New angle drives available now! Only $89.00 each plus $3.00 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St, Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

CHANGE THE FACE on your existing Delorean Speedometer (in good working condition) to 170 mph and recalibrate. $95.00 plus $4.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St, Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

LIST YOUR DELOREAN FOR SALE in our **FREE**, computerized, nationwide referral file. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

COOLANT BOTTLE CRACKED? If it has not cracked now, sooner or later it will! Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction; will not cause any adverse chemical reaction in your cooling system. Only $125 plus $4.50 shipping. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

The following DeLorean Owners Assoc. Products are now cosidered collector's items due to registration of the Club Logo (See ad page 6): #003 (Printed); #008; #019; #021. (Subject to availability on a 1st order basis). #026 will be on sale at $25. 'til Oct 30. #034 comes in insert to fit #026. Geri Moreno, 2922 Foothill Dr., Thousand Oaks, CA 91361, (805) 496-5816.

LET A DELOREAN OWNER HELP YOU MAINTAIN YOUR CAR AT REASONABLE PRICES! ! !

20" Bosch Windshield Wiper Blades (same as original)	pr. $15.00
Emergency Release Stainless Steel Cables for your trunk or engine cover (as illustrated in DeLorean World, August 1983). Instructions included.	ea. $4.95
Superior Cleaner and Polish. Extra large 21oz. size with a free 5x5x¾" blending pad. No washing required - just spray and wipe.	$12.00
First Quality Front Brake Pads (2 wheels)	set $19.95
First Quality Rear Brake Pads (2 wheels)	set $19.95

DMC Technical Service Manual	$24.95
Tune Up Kit — Tailored Wire Set - Distributor Cap and Rotor - Fuel Filter - 6 Bosch or NGK Spark Plugs - Air Filter	$119.95
NEW! Oil Drain Plug Tool	$14.95
DeLorean Cloissonne Lapel Pins	$3.95
Pen and Pencil set with DeLorean emblem	$16.95
DeLorean Cloissone Key Rings	$5.95

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Add $3.00 Shipping and Handling on orders $10.00 and over.

Or Call: 516-467-4438 (No collect calls please)

MOST OTHER DMC PARTS ARE AVAILABLE. CALL FOR DETAILS.

WE WANT YOUR DeLOREAN Parts Business

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100043	CALIPER	225.58
100415	COOLING FAN	220.06
108358	TAIL LENS	76.60
108359	TAIL LENS	76.60
100459	BRAKE HOSE	28.70
100460	BRAKE HOSE	18.10
100156	UPPER A BUSHING	7.94
100154	LOWER A BUSHING	11.88
100778	MOTOR MTG.	20.98
100901	TRANS MTG.	31.60
101052	IGN. COIL	59.12
101756	HOSE	8.90
101757	HOSE	12.40
101758	HOSE	21.94
101964	CABLE	36.36
101965	CABLE	32.14
106130	ADAPTOR	125.00
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109042	RESERVOIR	26.10
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COLLECTOR'S POSTER

$10.00 plus $3.35 shipping.
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Only 143 posters remain from the original printing run of 500. Especially designed for the first CONCOURS DELOREAN sponsored by DeLorean One at Lake Forest, Illinois on July 27, 1986, these posters *will not* be re-printed and are sure to become a collector's item.

CONCOURS DELOREAN

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From the Editor:

One of the most common problems facing any DeLorean owner is where to find expert auto service. The DeLorean Owners Association is attempting to address this need by creating a national directory of service facilities.

Please take just a few minutes to complete the questionnaire below. Results will be made available in coming issues of DeLorean World.

Name ______________________________

Address ______________________________

City ____________________ State ________ Zip ____________

My DeLorean is serviced at:

Company ______________________________

Address ______________________________

City ____________________ State ________ Zip ____________

Phone (   ) ______________________________

Send to: DeLorean World
c/o Kerry Carmody
13963 Breger Ave., Sylmar, CA 91342

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